

CITY OF MANHATTAN BEACH

DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Erik Zandvliet, Traffic Engineer

DATE: May 28, 2015

SUBJECT: Review of Downtown Resident Parking Program

BACKGROUND:

On October 21, 2008, after several months of Commission meetings, public hearings and discussions, the City Council approved the 2008 Downtown Parking Management Plan. The Downtown Parking Management Plan (Plan) evaluated the overall parking situation in the downtown area and developed strategies for optimizing usage of the public parking lots and on-street parking spaces. The Plan included a thorough analysis of these issues and recommended a comprehensive list of strategies to best manage the Downtown parking needs. The Plan was implemented through a series of initial measures to address parking deficiencies and issues. On February 16, 2010, the City Council reviewed a follow-up study, approved additional measures and modified some parts of the Plan. The Plan, with follow-up measures, is summarized in Exhibit 1.

One of the aspects of this Plan is the provision for residents within a particular zone east of Downtown to petition for limited time parking restrictions and obtain permits to override the parking restrictions. This Downtown Resident Override Parking Program (Program) is more fully explained in Exhibit 2.

In January 2015, the City approved a limited time parking zone on 8th Street between Ardmore Avenue and Pacific Avenue pursuant to a resident petition. Soon after the parking signs were installed, the City received numerous objections to the parking restrictions from residents who did not live on that street segment but had historically parked there due to limited street parking east of Valley Drive. The City has suspended enforcement of this restriction until a remedy could be implemented.

On March 23, 2015, the Parking and Public Improvements Commission discussed the existing policy, and heard testimony from 19 residents regarding the existing parking restrictions and permit conditions. The Commissioners reached consensus that staff should work with the residents to develop a temporary parking remedy until the issue is resolved. They also requested staff bring back information to the Commission on additional parking locations within the City, a possible shuttle system for employees partially paid by business owners, and a review of parking permit programs used in other cities (Exhibit 3).

In May 2015, the City Traffic Engineer initiated a Temporary Residential Parking Override Permit for residents living in the area bounded by Crest Road, Manhattan Beach Boulevard, Valley Drive and 1st Street (Exhibit 4). Approximately 150 permits have been issued, which are valid until September 7, 2015 (Labor Day). All parking restrictions are now enforced.

This report introduces a range of possible changes to the Downtown Resident Parking Program, as well as some long-term solutions to merchant parking demand for consideration by the Commission.

In preparation for this Commission's public meeting, Staff has invited participation from a variety of stakeholders through various methods, including:

- 1,000 mailed notices to property owners and residents;
- Notices distributed by the Downtown Business and Professional Association (DBPA);
- Advertisement in Beach Reporter on May 18, 2015; and
- City Website Announcement

DISCUSSION:

The Downtown Resident Override Parking Program is part of a comprehensive Plan to manage parking demand in Downtown. The Plan includes both parking incentives for merchants, and penalties for parking in unauthorized areas. The Resident Override Parking Program contains the following features:

- A. The eligible override area encompasses the 500-600 blocks and a portion of the 700 block of 8th Street through 15th Street (See map in Exhibit 2).
- B. Residents can opt-in/out of the program through a 2/3 majority petition in a similar manner.
- C. Permits are valid within the posted parking zone to be determined by the City.
- D. Posted parking restrictions are 2-hour time limit parking on both sides of the street.
- E. Up to two hangtags for vehicles registered to the residential address are allowed, plus one transferable guest permit.
- F. Permits are not valid to override metered spaces or street sweeping restrictions.
- G. If feasible, allow provisions for small and large group functions.
- H. A buffer zone surrounding the existing zone allows participation in the program subject to verification of employee parking impact (or other streets as necessary).

It should be noted that the eligible area was initially located east of Ardmore Avenue because it is outside the Coastal Zone. Expanding the Program into the Coastal zone would require a revision to the City's Local Coastal Program (LCP) by the Coastal Commission. This Commission routinely denies new requests for preferential parking programs because it has determined they restrict public access to the beach. However, the Coastal Zone does not encompass most of the current Temporary Resident Parking Permit zone as described in Exhibit 4. Therefore, the permit parking program could include the area south of 10th Street and east of Crest Road without involving the Local Coastal Permit or Coastal Commission jurisdiction.

Pursuant to the existing Program, 16 street segments have been posted with limited time parking restrictions and override permit exemptions as shown in Exhibit 2. All areas have "2-HOUR PARKING 7AM TO 8PM RESIDENT TAGS EXEMPTED" restrictions. Approximately 550 resident tags have been issued to residents in 200 homes on these streets. About 75 of the homes in the posted areas have not obtained permits.

The current Program works well to discourage merchants and employees from parking in the posted neighborhoods. It allows for convenient street parking for adjacent residents and generally accomplishes the goal of minimizing any adverse impacts caused by overflow commercial parking.

However, the Program has generated several consequences, some identified by residents only after the Program was implemented. They include, but are not limited to, the following:

- Employee parking often migrates to unposted streets just beyond the buffer zone.
- Residents living on nearby streets with little or no street parking are unable to park in posted areas, where they have traditionally parked.
- It is difficult to identify those vehicles owned by Downtown employees when conducting parking impact studies.
- Contractors often occupy a large percentage of street parking, which causes greater parking demand in both posted and unposted areas.
- The Program is now adversely impacting residents, in contradiction to the intended purpose of the Program.

Resident Concerns

A large number of residents have submitted objections related to the newly posted restrictions and regarding the resident override program in general (Exhibit 6). These comments are summarized below:

- Enlarging the posted areas just pushes the problem into the next neighborhood.
- There is nowhere for guests and contractors to park in posted areas.
- Contractors parked in unposted areas reduce available parking for residents without permits.
- The buffer zone should be enlarged to enable more residents to obtain permits.
- It is hard to find parking in areas with narrow streets.
- Street sweeping restrictions further reduce available street parking.
- The current restriction times should be extended later to deter night shift employees.
- The Program was not meant to impact residents outside the zone.
- The restrictions are a hardship for residents with older homes and little off-street parking.
- It is not fair to give parking privileges to certain homes but not others.
- Why should residents have to “join in” the Program in order to park on streets that they were able to park on before?
- Valley Drive and Ardmore Avenue should not be in the buffer zone because they are major streets.
- Valley Drive should be in the buffer zone.
- There is a big bonus in property value due to protected parking on posted streets.
- Restricted parking decreases property value for homes in unposted areas due to limited parking availability.
- Public streets should not be restricted for the benefit of the few.
- There are large homes on 8th Street that have less need for parking restrictions, which leaves unused curb spaces that could be used by other residents.

On March 12, 2015, staff met with the DBPA at their business meeting to discuss their experience with the Program. The general goals and objective of the Program were understood and supported. It was their consensus that the main issues relate to insufficient public parking supply overall, and not enough merchant spaces for the number of issued merchant permits. Several members felt the City’s practice of over-subscribing the number of merchant permits to park in Downtown should be reduced. The City should reduce the number of merchant permits issued to the level at which all employees with permits can find public parking on any given day. Several businesses expressed

difficulty in finding parking after 10 am, after all merchant spaces are filled for the day. In addition, they requested additional parking spaces be made available to merchants.

Permit Parking Programs in Other Cities

Numerous cities throughout the southland have implemented permit parking programs to address commercial parking intrusion in adjacent residential neighborhoods. The Cities of Hermosa Beach, Redondo Beach, Long Beach, Beverly Hills and Santa Monica have resident permit programs as well, which are summarized in Exhibit 5.

The typical criteria for the permit parking programs are 1) similar parking restrictions on all impacted streets, 2) little or no petition process, 3) permit parking allowed anywhere within permit zone, 4) proof of residency within 30 days required, 5) permanent permits linked to specific vehicles, and 6) a limited number of guest permits.

Possible Program Modifications

The City Traffic Engineer has identified some options to be considered in potentially modifying the Program. A non-exhaustive list of options is summarized below and will be explored more fully at the meeting:

1. Expand the Buffer Zone easterly and southerly to include the entire Hill and Sand Section.
2. Remove opt-in/out petition process and enact parking restrictions on all streets within the Residential Parking Permit Zone and Buffer Zone.
3. Expand the evening restriction hours up to 11pm to discourage night-shift employee parking.
4. Implement a resident tag eligibility zone adjacent to posted streets for residents without street parking.
5. Allow any resident to purchase a resident parking permit for a vehicle registered in the City.
6. Paint parking tees on unposted streets to maximize parking utilization.
7. Exclude Valley Drive and Ardmore Avenue from resident override parking restrictions.
8. Revise guidelines to deny permit parking restrictions on streets with larger lots and private driveways.

Some long-term solutions that begin to address merchant parking supply are listed below:

9. Add additional merchant parking areas within the Downtown area.
10. Offer remote parking locations to employees with merchant parking permits.
11. Pursue a shuttle program to be partially subsidized by merchant parking permits as part of the Downtown Specific Plan.
12. Allow commercial businesses to offer underutilized spaces in their private lots to any vehicle with a merchant permit, subject to approval by the Community Development Department.

Remote Merchant Parking and Shuttle System

One way to address the overflow parking demand is to provide additional merchant parking. Potential public and private parking lot locations are identified in the following table.

Public and Private Parking Lots Near Downtown

LOCATION	SPACES	DISTANCE	OWNERSHIP	COMMENTS
Pier Lots	118	0 miles	County/State	Fully occupied during day
Downtown Public Parking Lots	435	0 miles	City	Fully occupied, some merchant pkg.
Metlox Parking Structure	450	0 miles	City	Fully occupied, ex. merchant pkg.
Valley Drive at Joselyn Center	50	0.1 miles	City	Fully occupied, senior parking
Bruce's Beach	65	0.7 miles	City/County	Fully occupied during day
Rosecrans / Highland	64	1.1 miles	City	Fully occupied during business hours
Creative Arts Center	36	1.4 miles	City	Fully occupied during events
Manhattan Village Soccer Field	~210	1.5 miles	City	Ex. leases to Mall & Country Club
Marine Avenue Park	~86	1.6 miles	City	Fully occupied during games
516 18 th Street (Tennis Club)	20	0.25 miles	Private	Small, lightly used lot during day
American Martyrs Church	~350	0.4 miles	Private	Fully occupied during special events
Target	~500	0.75 miles	Private	Fully occupied in peak seasons
1230-1240 Rosecrans Avenue	?	1.5 miles	Private	Office building fully occupied
Kinecta Building	~350	1.75 miles	Private	Potential parking agreement
24-Hour Fitness Building	~550	1.75 miles	Private	Potential parking agreement
Gateway Shopping Center	?	2 miles	Private	Fully occupied in peak seasons
Northrup-Grumman	?	1.75 miles	Private	Security fencing being installed
MB Pre/Transition School	~100	1.3 miles	School District	Secure area for preschool

As shown on the table, there are few available parking lots within a ½ mile walking distance of Downtown that have unused parking supply. As such, a shuttle providing circulator service would need to be provided for more distant lots with underutilized parking at 20-minute or less headways to minimize arrival/departure delays. Shuttle service is expensive, but employee ridership could be incorporated into a citywide shuttle and subsidized with increased merchant parking fees if implemented as part of the overall Downtown Specific Plan now in progress.

Staff is requesting that the Commission discuss the advantages and disadvantages of any potential changes, continue this discussion as needed, solicit public feedback, and/or make recommendations to the City Council to improve the existing Program. If necessary, additional public input can be requested for specific options before the changes are presented to City Council.

RECOMMENDATION:

It is recommended that the Commission review the existing Downtown Resident Override Parking Program, hear public comments from interested parties, and make recommendations to the City Council to improve the existing Program.

Exhibits

1. Downtown Parking Management Plan Summary
2. Downtown Resident Override Parking Program Criteria
3. PPIC Minutes March 26, 2015
4. Temporary Resident Parking Permit Procedures
5. Residential Permit Parking Programs Comparison
6. Public Correspondence

EXHIBIT 1 2008 & 2010 DOWNTOWN PARKING MANAGEMENT PLAN SUMMARY

The City Council's 2005-2007 Work Plan included a task to conduct a comprehensive analysis of parking conditions in the downtown area. The most recent study of this type was conducted in 1998. With the addition of the Metlox Center and Civic Center parking structures, the parking conditions had changed significantly. On September 19, 2006, the City Council approved initiation of the study.

The Study elements included the following major efforts:

- Detailed inventory of parking supply
- Background research on prior studies and related documents
- Comprehensive seasonal parking utilization counts in Fall, Winter, Spring and Summer. The Summer counts included parking duration assessments
- Distribution and tabulation of a parking survey
- Interviews and collaboration with key stakeholders, including the Downtown Professional and Business Association (BPBA)
- Technical analysis of existing and future parking demands
- Analysis of land use policies and potential future trends
- Evaluation of current parking code requirements
- Assessment of potential parking management techniques and prioritization

The purpose of the Downtown Parking Management Plan was to evaluate the overall parking situation in the downtown area and develop strategies for optimizing usage of public parking lots and on-street parking spaces. A comprehensive set of parking system strategies was identified for the City Council's consideration that staff believed would most effectively address the parking deficiencies identified by the findings. Of these strategies, the City Council approved a partial list on March 18, 2008, based on the greatest need and potential for success to be implemented through the Parking and Public Improvements Commission and Planning Commission. On February 16, 2010, the City Council reviewed a follow-up study and approved a number of additional measures. These strategies were implemented by various City departments between 2008 and 2010. The following table identifies the approved list of measures that were implemented pursuant to this Plan:

DOWNTOWN PARKING MANAGEMENT PLAN
IMPLEMENTATION CHART

#	STRATEGY	CITY COUNCIL APPROVED RECOMMENDATION FEBRUARY 16, 2010
1	Raise street meter rates to prioritize curb parking for customers and short term users.	1a. Increase the street parking meter rates to \$1.25 per hour in the Downtown Commercial District. 1b. Extend the parking metering hours from 9 am to 8 pm to the new hours of 8 am to 9 pm. ** Resolution #6244 and #6245
2	Continue to provide lower meter rates (1/2 full rate) in underutilized parking lots.	Establish a parking lot meter rate at one-half the on-street parking rate, but no less than \$0.75 per hour.
3	Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs.	Encourage the DBPA to distribute a notification to all business owners of the potential to change the on-street parking time limits adjacent to their businesses.
4	Increase time limits in the upper level of Metlox structure to 3 hours.	Increase parking time limits in the upper level of Metlox Parking Structure (Lot M) from 2 hours to 3 hours.
5	Increase time limits lower level of Metlox structure and on the upper level of Lot 3 to 10 hours.	Increase parking time limits in the lower level of Metlox Parking Structure (Lot M) and upper level of Lot 3 from 8 hours to 10 hours.
6	Pursue installation of ATM style cash key recharge stations in public lots.	6a. Encourage DBPA to expand consignment program for cash key sales. 6b. Conduct multi-payment parking meter pilot program and consider permanent installation. Pursue Smartcard system for all metered spaces with ability for remote recharging and special rate discounting. Provide a review of the Pilot Program to the PPIC. 6c. Purchase/lease and Install two (2) change machines in Downtown**
7	Consider installing meters in unmetered public spaces.	Install parking meters on the South side of 15th Street west of Highland Avenue (2 spaces), 12th Street west of Manhattan Avenue (4 spaces), North side of 10th Place east of Morningside Drive (3 parallel spaces only)
9	Provide monthly merchant permits and stickers for employees who may not be able to afford biannual Permits.	Monthly public parking permit program in the lower level of the Metlox lot and 3rd level of Lot 3 with the following conditions: A. Expand the existing Metlox Parking Permit program to allow purchase of monthly permit stickers to be placed on a special hang tag. B. Permits could be purchased up to 6 months in advance. C. The monthly permit fee would be equivalent to monthly pro-rated amount of a bi-yearly permit. No pro-rated fee would be available for partial months. D. Monthly permit stickers would only be valid for the months that are purchased and displayed on the hangtag. E. The hangtag would be transferable to other vehicles or users. F. Business owners could obtain multiple monthly stickers on a consignment basis and only pay for those that were distributed to their employees. Unused permit stickers would be returned to the Finance Department at no cost. Encourage the DBPA to promote the Monthly Merchant Permit Program through distribution and publication of City flyers, including wording that overflow permit parking is allowed on the third level of Lot 3.
10	Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces.	Encourage DBPA to promote and distribute program information about volume discounts for five biannual permits purchased at one time, at a cost of \$500 for five permits.

11	Allow residents to override time limit parking restrictions in residential zones within the Downtown area.	<p>Residential override program with the following conditions east of Ardmore Avenue.</p> <p>A. The area would encompass the downtown study area as identified in the DPMP.</p> <p>B. Residents can opt-in/out of the program in the same manner.</p> <p>C. Permits would be valid within a parking zone to be determined by the City.</p> <p>D. Posted parking restriction will be 2-hour time limit parking on both sides of the street at the preference of the petitioning residents.</p> <p>E. Up to two hangtags for vehicles registered to the residential address would be allowed, with one transferable guest permit.</p> <p>F. Permits would not be valid to override metered spaces.</p> <p>G. If feasible, allow provisions for small and large group functions.</p> <p>Expand Downtown Residential Parking Override Program to include a buffer permit zone where participation in the program would be subject to verification of employee parking impact, extending to Pacific Avenue for the area south of Manhattan Beach Boulevard (or other streets as necessary).</p>
13	Investigate opportunities for disabled parking on streets and in public lots with minimal loss of general parking.	<p>Public Works Department to install four disabled parking spaces on trial basis at:</p> <ul style="list-style-type: none"> • Highland Avenue and 13th Street; • Highland Avenue between 12th and 13th Street; • Manhattan Avenue near 11th Place; and • Manhattan Avenue on 11th Street.
14	Investigate opportunities to provide carpool and “Green Vehicle” parking spaces in public lots.	<p>Public Works Department to install “Smart” and small vehicle parking spaces at locations approved by the PPIC as recommended by staff.</p>
15	Implement a Parking directional sign plan with a distinctive and clear identity.	<p>Recommend City Council approve the purchase and installation of both non-illuminated and illuminated directional signs.</p> <p>15a. Non-illuminated signs: 18 directional signs (reflect one less sign due to illuminated sign) 12 lot entrance signs (reflects two less signs due to illuminated signs)</p> <p>15b. Illuminated Signs: Lot M entrance on Morningside Drive Lot 3 entrance on 12th Street Manhattan Beach Boulevard at Morningside Drive (for Lots 3 and M)</p> <p>15c. Appropriate additional funds for lighted signs not to exceed \$24,000 from the Council Contingency Fund**</p>
17	Modify parking restrictions in Lots 1 and 2 to remove exclusive merchant permit spaces.	<p>17a. Provide 20 Merchant Only spaces in Lot 1 between 8am and 5pm.</p> <p>17b. Provide 11 Merchant Only spaces in Lot 2 between 8am and 5 pm and to include an override for merchant parking permits in lower level structure in 11 metered spaces.</p>
18	Provide aggressive parking enforcement of the meters in the Downtown area.	<p>Enforce parking violations without enhanced measures.** (\$40 fine for expired meters implemented January 2009) (\$45 fine for expired meters increased May 2009)</p>

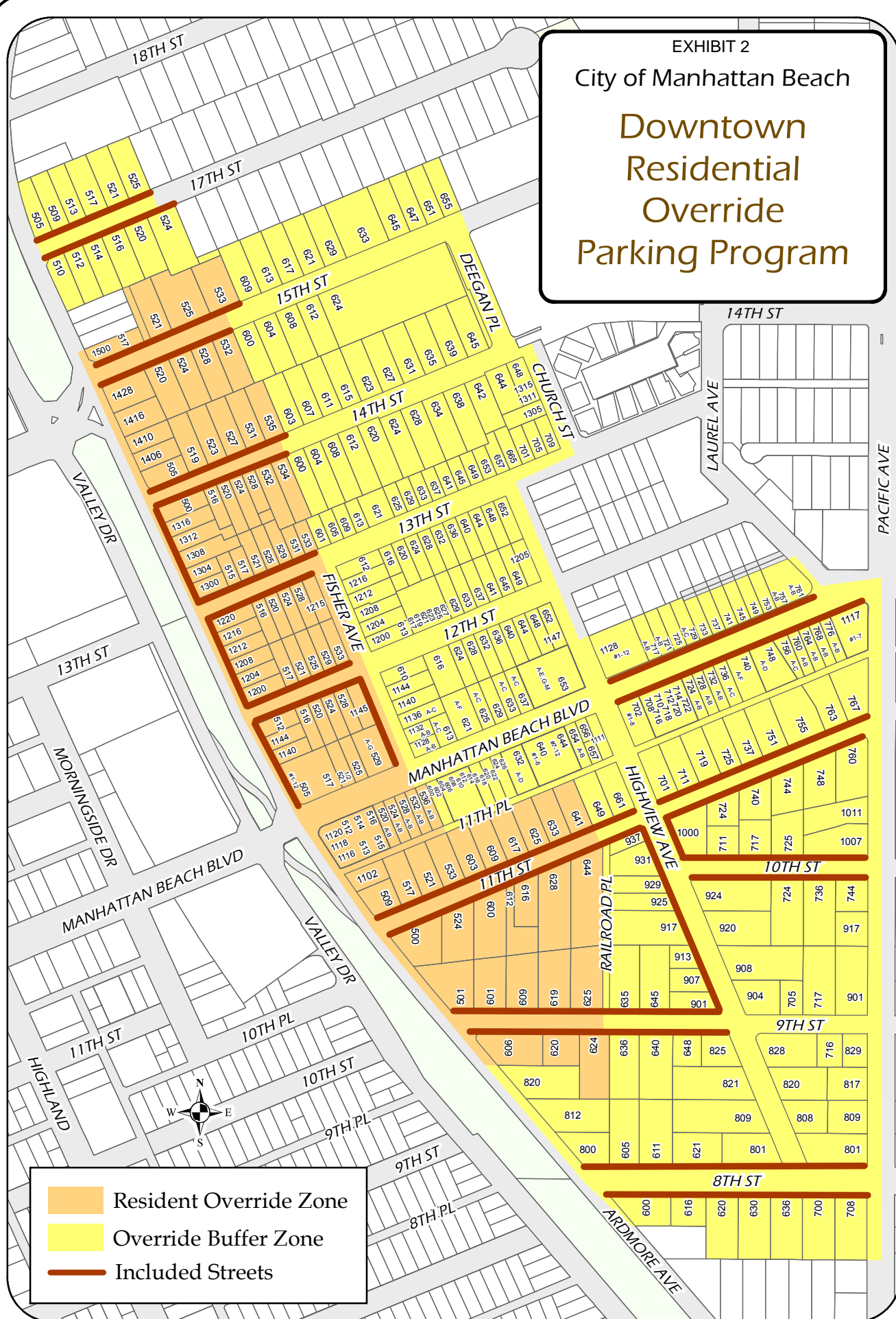


DOWNTOWN RESIDENTIAL OVERRIDE PARKING PROGRAM PETITION FORM PROCEDURES

PROCEDURES

1. The complete criteria and procedures for the Downtown Residential Override Parking Program are available at the Community Development Department Counter at City Hall, located at 1400 Manhattan Avenue.
2. Residents fronting an eligible street may petition for two-hour time limit parking restrictions on their block. A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street or override parking zone in either direction. Street frontages with commercial uses only are not eligible for this program.
3. One or more sponsor(s) (contact person) may circulate the petition form to all residents of the fronting properties on both sides the proposed block. If a resident is against the Residential Override Parking Program, the word "OPPOSED" should be noted in the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" should be noted in the petition signature space with the days and times that the contact was attempted.
4. After at least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have signed in support of the Downtown Residential Override Parking Program, the contact person signs the perjury statement on each page of the petition, and submits the petition to the Traffic Engineer. There is no fee to petition for installation or removal of parking restrictions on a street within the program area.
5. City of Manhattan Beach staff will evaluate the petition and verify eligibility of the proposed block. Once verified, the approved block will be posted with "TWO HOUR PARKING 7AM TO 8PM." Parking restrictions will be effective on all days, except that vehicles with tags will be exempted from the time limit. All residents on that block will be notified that they may apply for residential override hangtags issued by the City, located at the above address.
6. Residential override tags are available only to applicants who live on a qualified street posted with restricted parking. First-time applicants must show proof of residence. HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.
7. Each qualified residential household is allowed up to two (2) hangtags for vehicles registered to occupants of the residence. In addition, one transferable hangtag may be issued to each household to be used for any guest vehicle of that household. Only one transferable hangtag will be issued per program term to each household. No replacement of lost or stolen transferable hangtags will be issued.
8. The issuance fee for an override hangtag is \$15.00 for the first vehicle and \$5.00 for each additional hangtag. There is no prorated adjustment or refund in the fee if the applicant enters the program any time after the current program cycle has started. The fee for replacement of lost or stolen non-transferable hangtags is \$5.00.
9. All residential parking override tags are valid during the current program term or until the resident no longer resides in a qualified dwelling unit for such override, whichever occurs first.
10. All vehicles must be currently registered to the address on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle.
11. All other applicable parking restrictions, such as street sweeping and red curbs, must be followed. Vehicles with override hangtags are NOT exempt from parking meter regulations.
12. The current Downtown Residential Override Parking Program term expires March 31, 2015.

EXHIBIT 2
 City of Manhattan Beach
**Downtown
 Residential
 Override
 Parking Program**



- Resident Override Zone
- Override Buffer Zone
- Included Streets

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
FINAL MINUTES OF A REGULAR MEETING (PARTIAL)
March 26, 2015**

03/26/15-3 Review of Downtown Residential Override Parking Program

Traffic Engineer Zandvliet gave his presentation and recommended that the Commission review the existing Downtown Residential Override Parking Program, listen to public comments from interested parties, and provide direction to staff to return to the Commission with changes to improve the existing program.

Chair Lipps opened the Audience Participation.

Audience Participation

Karen Darling, 441 9th Street, said she initiated a petition with over 200 names on it that requested the city officials revise the current Downtown Residential Override Parking Program to allow the residents of the downtown area and the Sand Section and to obtain parking permits too or remove the parking restrictions completely. She stated that the City has a parking problem but it can't be on the backs of the residents.

Tani Sims, 332 10th Place, said she does not have a parking space with the apartment she lives in and wanted to request a parking permit for herself and her family.

Rama Katragadda, 632 12th Street, stated she felt anyone who lives in the City and needed additional parking should be allowed to pay for a parking permit. She said she had difficulty getting a petition signed because of apartments and vacant properties.

Bob Blanchard, 648 9th Street, said he thought the construction workers and the downtown employees were violating the parking restrictions and not receiving tickets. He said he realizes that there is a parking problem, but his neighborhood should not become a parking lot.

Barry Griffites, 616 8th Street, stated that he knows parking is an issue but he feels he is not being treated fairly. His street petitioned for parking permits and received them but only the parking restriction signs on 8th Street were covered. He stated problems on the street including becoming parking lot for non-residents, long term parking, cars for sale, people moving trash cans, deliveries and contractor parking. He explained that the signs remained uncovered one street to the north. He thinks the program should be one way or the other, but everyone should be treated the same.

Eric Geffen, 529 18th Street, said there is no simple solution but the parking on their street has been affected too, with people leaving cars for days at a time and even blocking their driveways. He said he would like to have them ticketed but is worried

about retaliation. He asked how to request parking permits for their street. He suggested that the City should check with other cities like West Hollywood to see how they resolved the parking issues in their city.

Bethany Herwegh, 17th Street, Walkstreet, explained that since the City changed the parking restrictions on Valley Drive across from the Joslyn Center, their guests and the people who rent do not have designated parking spaces to park and need parking permits, too, to override the 4-hour restrictions.

Kurt Ritier, Manhattan Beach Resident, thought the Downtown businesses should incur some of the cost to provide parking for their employees and the burden should not be on the residential neighborhoods. He felt there needs to be a study for a long term solution to this parking problem.

Shelley Theodore, Manhattan Beach Resident, asked that the walk street residents who have very limited parking be eligible to receive the parking permits to allow them to continue to park on the posted streets. She commented she did not want the walk street residents pitted against the Hill Section residents. She suggested a shuttle for large events in Downtown.

Stephanie Restley, Manhattan Beach Resident, stated she lives on Valley Drive and has very limited parking because all the parking spaces are public spaces and always taken. She requested that all the parking restrictions in the Hill Section be removed until a better long term solution is provided.

Yvonne Stevens, Manhattan Beach Resident, explained that the parking problems have gotten worse on other streets as more streets petition for the parking permits. She said there needs to be an employee parking lot with a shuttle to help with the lack of parking for the Downtown businesses employees.

Austin Anderson, 328 17th Street, said he lived on a walkstreet and thought that the homeowners who have homes with rental units attached and no parking for those rental units should be able to request parking permits, because without parking it will impact those rental units.

Allen Peters, 441 8th Street, said he was opposed to parking permits being street specific. He said in other cities the permits were valid for any street in the area. He felt it did not make sense and was contrary to most parking plans.

John Conway, Manhattan Beach Resident, thought that because the City doesn't have enough parking supply for the demand, it may have to think about taking part of the greenbelt property and creating pocket parking.

Bill Grizman, Manhattan Beach Resident, complimented Traffic Engineer Zandvliet on the great presentation. He stated that there is a terrible parking problem,

but whatever decision is made on the parking issue, it should be in favor of the local residents over the Downtown employees.

Edna Murphy, 625 11th Street, stated she thought the Downtown businesses should be responsible for supplying parking for their employees, and they should not be parking in the residential neighborhoods. She said some cars are parked for days at a time, and they even move the resident's trash cans back onto the sidewalk or into the driveways so the trash doesn't get picked up. She explained that Parking Enforcement needs to issue tickets to vehicles that are marked and stay past the two hour limit so people know they must follow the parking restrictions. She felt the parking permit issue is pitting neighbor against neighbor, and that is not right. She asked that the parking permit program continue for all of the residents.

Don Behrens, 801 Highview Avenue, said our city's downtown area is growing at such a fast pace, and parking for everyone is going to get worse and worse. He felt that the City needs to embark into a citywide master plan with input from staff on how other cities have dealt with this problem. He commented that he is so disappointed to hear how this issue is affecting the residents and neighborhoods. He asked that the issue be sent to City Council for a master plan evaluation.

Traffic Engineer Zandvliet explained the City is beginning a Downtown Specific Plan that will review the issues and recommend parking improvements.

Eric Darling, 441 9th Street, said the two hour parking restrictions and parking permits have made it hard for him to find parking. He asked that all the residents be given parking permits so the issue does not pit the residents against each other.

Colleen Lambert, Manhattan Beach Resident, said it was unfair that some streets have the signs bagged and other streets were not and wanted to know why.

Chair Lipps closed the Audience Participation.

Commission Discussion

Traffic Engineer Zandvliet explained the reason that the parking signs on 8th Street were bagged was because there were complaints from several residents about the loss of parking on that street.

Chair Lipps thought if you bag one street you should bag them all. He explained that parking is going to be a long term issue, but, the employees who work Downtown need some place to park. He said the businesses and the City need to work together to figure out a solution so their employees can park and possibly having a shuttle for them too. Chair Lipps commented he didn't like permits for certain residents and thought residents and property owners should all have a Manhattan Beach sticker that would allow them to park anywhere in the City.

Commissioner Fournier asked about the procedure that allows a street to receive parking permits. He felt it is a complicated program and parts of it are not working. He said the petition that was brought to the meeting with over two hundred signatures speaks for itself on how the residents feel about the program. He suggested the City needs a more comprehensive program that does not create a neighbor against neighbor situation. He suggested reviewing Hermosa Beach or Santa Monica's parking programs to get an idea on what works.

Traffic Engineer Zandvliet stated that the guidelines for the permit program can be changed or modified on a temporary basis if needed.

Commissioner King asked staff to provide information to the Commission on parking programs that are working for other cities like Santa Monica and North Hollywood, and to research where there might be additional parking on City owned property where employees could park and be shuttled Downtown. He also felt residents should have MB stickers that allow them to park within zones or anywhere in the city.

Commissioner Fournier asked if the petition process for the parking permits override program could be eliminated.

Traffic Engineer Zandvliet answered the City Council has that authority.

MOTION: Commissioner Fournier made a motion to keep the signs bagged on 8th Street until the City Council decides on a comprehensive plan or revision. There was no second and the motion failed.

Chair Lipps recommended that staff should continue to work with the residents with regard to the parking restrictions and possibly issuing temporary parking permits to those residents that need them until the issue is resolved.

Commissioners King and Fournier agreed with Chair Lipps recommendation.

The Commissioners asked staff to bring back information to the Commission on additional parking locations within the City, a possible shuttle system for employees partially paid by business owners, and a review of parking permit programs used in other cities.

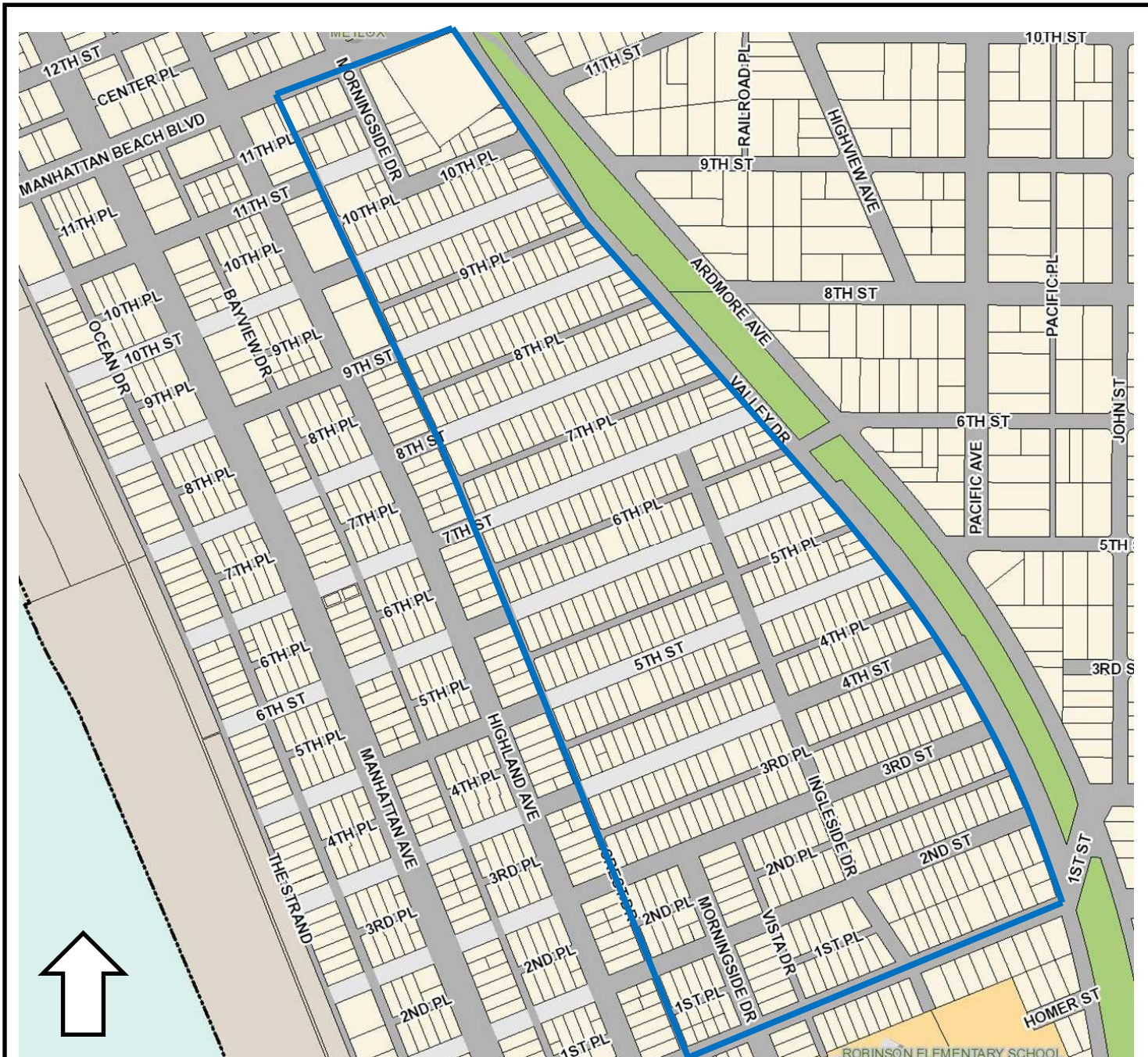
Traffic Engineer Zandvliet thanked the residents for attending the meeting.



TEMPORARY DOWNTOWN RESIDENTIAL PARKING OVERRIDE PERMIT PROCEDURES

A temporary Residential Parking Override Permit is now available for residents living in the area bounded by Crest Road, Manhattan Beach Boulevard, Valley Drive and 1st Street. (See attached map) The general procedures and conditions are summarized below:

1. A resident within the temporary permit zone can apply for temporary override permits using the approved form, available on the City's Traffic Engineering webpage. Residents submit the completed form to the City Traffic Engineer via mail, email or in person. Applicants must show proof of residence.
2. Temporary permit(s) will be issued to a residential household based on demonstrated need as solely determined by the City Traffic Engineer.
3. The permits are half-sheet lime green cards and are numbered to track the ownership. The temporary permit shall be prominently displayed in the front windshield of the eligible vehicle.
4. Temporary permits are transferrable between vehicles registered to the household or to a guest of the applicant. The applicant is responsible for all temporary permits issued to that residence.
5. Vehicles displaying a valid temporary override permit will be exempt from posted two-hour time limit parking on any City street within the existing Residential Parking Override Zone and Buffer Zone areas.
6. There is no fee for the first issuance of a temporary permit. The fee for replacement of lost or stolen temporary permits is \$5.00 each.
7. The applicant agrees to comply with any and all requirements related to Downtown Residential Override Parking Program as set forth by the City. It is unlawful to sell, rent, lease or duplicate any temporary permit, or cause the same, for any value or consideration. Any or all temporary permits issued to a household may be revoked if the applicant fails to comply with the conditions of the permit.
8. All parking meter regulations and other applicable parking restrictions, such as street sweeping and red curbs, must be followed. Any vehicle with an invalid or missing permit will be cited in violation of the posted restriction.
9. All temporary permits expire September 7, 2015, or until the applicant no longer resides in a qualified dwelling unit for such override, whichever occurs first.
10. All inquiries about temporary override permits can be directed to Erik Zandvliet, City Traffic Engineer.



City of Manhattan Beach
 Community Development
 Traffic Engineering Division

Downtown Residential Override Program
 Temporary Permit Eligible Zone

**EXHIBIT 5
RESIDENTIAL PARKING PROGRAM COMPARISON**

	PROGRAM	PETITION	COST
<p>MIRA COSTA OVERRIDE RESIDENTIAL PARKING PROGRAM</p>	<p>The approved block will be posted with “NO PARKING 8-10 AM” (or 12-2PM or 1-3PM on the opposite side), All residents will be notified that they may apply for Residential Parking hangtags issued by the City.</p> <p>Residential override tags are available only to applicants who live on a qualified street posted with restricted parking. All vehicles must be currently registered to the address on the application. The hangtag shall prominently displayed in the front windshield of the eligible vehicle. First-time applicants must show proof of residence. All residential parking override tags are valid until the resident no longer resides in a qualified dwelling unit for such override.</p> <p>HANGTAGS ARE VALID ONLY FOR THE ADDRESS ON THE APPLICATION.</p> <p>All other applicable parking restrictions, such as street sweeping and red curbs, must be followed.</p>	<p>Residents fronting an eligible street may petition for residential parking restrictions on their block.</p> <p>A block is defined as the length of street between two adjacent intersections or between an intersection and the termination of the street in either direction.</p> <p>At least two-thirds (66.6%) of the fronting property owners or residents on both sides of the proposed block have to sign in support and submit the petition to City Staff for evaluation.</p>	<p>The issuance fee for an override tag is \$15.00 per vehicle per two years. There is no prorated adjustment or refund in the fee if the applicant enters the program any time after the two years-cycle has started. The fee for replacement tags is \$5.00.</p> <p>Each residential household is allowed up to three (3) hangtags for vehicles registered to occupants of the residence.</p>
<p>HERMOSA BEACH</p>	<p>Two types of residential permits are available: the permanent sticker is permanently assigned and affixed to one vehicle. The transferable guest permit is not assigned to a specific vehicle and hangs from the inside rear view mirror.</p> <p>Allows residents to park at any YELLOW POSTED METER without paying the meter or in ONE-HOUR ZONES in the residential areas without regard to one hour limit. The permits are not valid in the two-hour parking zones.</p> <p>The permits are not valid during street sweeping hours or at Commercial Meters (Silver or Green Post.) Permits are not valid on the silver side of a dual colored pole in the residential/commercial area. Also, vehicles may not park in excess of seventy two (72) hours in the same parking space.</p>	<p>The program is already in place for the downtown area and does not require a petition.</p>	<p>The permits for 2007/08 are \$39.00. Permits are prorated to half price as of 9/1 of each year. Residents must provide proof of residency less than 30 days old. Employees of a business located in the impacted area must show a current paycheck stub</p> <p>Residents may purchase a sticker for each vehicle that is registered in their name and one transferable guest permit per residence per year, as long as one has not already been issued to the address.</p> <p>One-day temporary event permits are available to residents who have purchased a parking permit. Permits may be used five times (days) per year with a maximum of twenty permits each time. The cost is \$1.00 per permit up to five; permits six through twenty are free</p>

	PROGRAM	PETITION	COST
REDONDO BEACH	<p>The City has an annual parking permit that allows any California Registered vehicle with a permit to park in a metered space without paying the meter.</p> <p>The city has several preferential parking zones where permits are required for the parking of vehicles during posted days and hours. The preferential parking permit does not allow a vehicle to be parked during the days and hours posted "NO PARKING", nor can anyone park for more than 72 hours in one place.</p>	The program is already in place in several districts and does not require a petition.	<p>Annual parking permits are \$110.</p> <p>Preferential permits are \$15 each. Residents may purchase 2 permanent and 2 guest preferential parking permits per household annually. For special events, one day only preferential parking permits may be purchased.</p> <p>It requires proof of current residency. If a permit is lost or stolen, the replacement costs \$25.</p>
LONG BEACH	Preferential Parking Districts can be established to alleviate certain parking problems in residential areas. These districts limit the length of time vehicles may be parked on-street, unless a valid residential permit is displayed.	Resident submits a request for a preferential district. City reviews request and surveys the affected streets to confirm that more than 75% of the available on-street parking is occupied, and that more than 50% of the parked vehicles are not registered in the area. 2/3 petition required. City adopts Ordinance to establish.	<p>Establish Preferential Parking District \$1,050.</p> <p>Preferential parking permits are \$15 each. Proof of current residency required, with a maximum of 3 permits per household. One guest permit may also be issued per household, for an additional \$15. Temporary guest permits valid for up to seven consecutive days from issuance are available free of charge from the Parking Citation counter at City Hall.</p>
BEVERLY HILLS	<p>Preferential parking permits available for daytime parking for residents within zone. Overnight Parking permits available upon proof of insufficient off-street parking. Online renewals offered.</p> <p>Caregiver permits offered for max of 6 months. Construction worker permits not offered, however, officers do not cite construction vehicles with logos or displaying business license.</p>	The program is already in place in several districts and does not require a petition.	Preferential parking permits cost-unknown. Proof of residency and vehicle license info required, with a maximum of 3 permits per home. Replacement permit cost is \$35.
SANTA MONICA	Preferential parking permits are available for residents living on street with preferential parking restrictions.	City Council pre-approved certain blocks for preferential parking restrictions subject to submittal of 2/3 petition. Petitions outside pre-approved zones are subject to a parking study and must be approved by City Council	Preferential parking permits are \$20-60 each and guest permits are \$30 each. Proof of residency and vehicle license info required. One permit per vehicle registered to the address, and 2 guest permits per household. Replacement permit cost is free with theft police report or full cost if no report. One lost replacement permit per year allowed at full cost.

CITY OF HERMOSA BEACH
RESIDENTIAL PARKING PERMIT PROGRAM

The Residential Parking Permit Program was established for residents who live or work within the impacted area. This area is defined as follows: bound by the North and South City boundaries, by the Strand on the West, and by Loma Drive, Park Avenue, or Morningside Drive on the East. Parking spaces on Cypress Avenue between 11th and Pier Avenue are also included. This area was established to allow residents to park at any YELLOW POSTED METER without paying the meter or in ONE-HOUR ZONES in the residential areas without regard to one hour limit. The permits are not valid in the two-hour parking zones. Please check signs in your area for enforcement periods.

RESTRICTIONS

Please be aware that permits are not valid during street sweeping hours or at Commercial Meters (Silver Posted Meters) or in Green Zones. Permits are not valid on the silver side of a dual colored pole in the residential/commercial area. Also, VEHICLES MAY NOT PARK IN EXCESS OF SEVENTY TWO (72) HOURS in the same parking space.

TYPES OF PERMITS

There are two types of residential permits available, the permanent sticker and the transferable guest permit. The permanent sticker is permanently assigned and affixed to one vehicle. The transferable guest permit is not assigned to a specific vehicle and hangs from the inside rear view mirror. These permits are very valuable so we encourage everyone to lock their vehicles.

Residents may purchase a sticker for each vehicle that is registered in their name and one transferable guest permit per residence per year, as long as one has not already been issued to the address. If you work within the impacted area, you may purchase one permanent sticker permit.

PERMITS ARE VALID

Permits are valid from March 1 to February 28 each year (A grace period is in effect for renewal purposes until March 19th). The Residential Permits are \$40.00. The Employee Permits are \$143.00. Permits are prorated to half price as of September 1st of each year.

****Note:** Please be advised that we do not accept unrolled coins in payment of amounts greater than \$5.00.

GREEN VEHICLE INCENTIVES

There is no charge for parking permit stickers issued to 100% Electric or 100% CNG Vehicles that are registered to residents who live or own residential property in the impacted area. Silver poled parking meter fees are waived for the time limit stated on the meter (2-3hr limits) for any 100% Electric or 100% CNG Vehicle (resident or non-resident). Currently, this Incentive does not apply to Hybrid Vehicles.

TO OBTAIN A PERMIT:

You may purchase a permit in person Monday through Thursday, 7:00 am to 6:00 pm at City Hall, located at 1315 Valley Drive, Room 101, Hermosa Beach, CA 90254, or by mailing the information to the same address.

Residents must provide proof of residency **less than 30 days old** in **one** of the following forms:

- Current utility bill, bank statement, credit card bill, or a bill/statement **SENT THROUGH THE MAIL** on a monthly billing cycle (the only online print-outs accepted is a current utility bill showing the **SERVICE ADDRESS**, not the mailing Address)
- Rental / Lease agreement **SIGNED** within the last 30 days
- Proof of property ownership-tax bill or new escrow papers
- Current renewal form (until April 1st only)

Employees of a business located in the impacted area must show a current paycheck stub or an authorization letter from the business owner (on company letterhead).

All residents and employees must also provide the following:

- Current vehicle registration in the name of the person requesting the permit. Company cars and family vehicles not registered to you require a letter from the registered owner (on letterhead for company cars) authorizing you to use the vehicle and referencing the vehicle license number
- Valid picture I.D. This may be a driver's license, California ID, passport or military ID
- All outstanding parking violations must be paid prior to purchasing a parking permit

REPLACEMENTS

If you change cars or break your windshield, bring the pieces with permit # of the original sticker (peeled from the window) and the registration for the vehicle for which you want the replacement sticker to Room 101, City Hall, 1315 Valley Drive. Please also bring a picture I.D. and current proof of residency (please refer to the above paragraph, TO OBTAIN A PERMIT, for accepted proof of residency forms). A replacement will be issued for \$3.00.

Transferable permits cannot be replaced. If the permit is stolen, a new one may be purchased at the regular price with a police report, picture I.D., and current proof of residency (please refer to the above paragraph, TO OBTAIN A PERMIT, for accepted proof of residency forms).

If your car is being repaired, a temporary permit for the rental car may be purchased for \$1.00 with an estimated repair time (number of days of repair) from the repair shop, a copy of your car rental agreement, picture I.D., and current proof of residency (please refer to the above paragraph, TO OBTAIN A PERMIT, for accepted proof of residency forms).

EVENT PERMITS

One-day temporary event permits are available to residents who have purchased a current residential parking permit. Permits may be purchased five times (days) per year with a maximum of twenty permits each time. The cost is \$1.00 per permit up to five; permits six through twenty are free. Please bring a picture I.D. and current proof of residency (please refer to the above paragraph, TO OBTAIN A PERMIT, for accepted proof of residency forms).

For further information call (310)318-0217 or (310)318-0251.

City of Redondo Beach Parking Permit Programs

What types of parking permits are available in Redondo Beach?

- An Annual Parking Meter Permit
- A Riviera Village Merchant/Employee Parking Meter Permit
- Preferential Parking Permits (by streets/blocks/neighborhoods designated by City Council Resolution)

Annual Parking Meter Permits

Where does a Redondo Beach Annual Parking Meter Permit allow me to park and for how long?

- The Annual Parking Meter Permit allows you to park at any parking meter in Redondo Beach for an unlimited time period with certain exceptions.
 1. You may not park at any time in a Riviera Village Merchant parking space marked with orange poles and signs.
 2. You may not park at a parking meter in violation of any other State or Municipal law (examples: during restricted hours for street sweeping, during closed parking lot or park hours, as posted, etc.).
 3. Annual Parking Meter Permits are not accepted under the pay by space system within the Pier and Plaza Parking Structures.

My annual permit was lost or stolen. How may I replace it?

You must:

1. Complete another application
2. Show current proof of residency
3. Pay a replacement fee

I did not post my permit properly and received a citation? Why?

Parking enforcement and police officers look at the specific locations on your vehicle where you are required to place your permit. Due to their multiple assigned duties, they depend on you to post the permit in the proper places. If you do not post it properly, you will receive a citation that will cost \$45.00 or more.

Riviera Village Employee/Merchant Parking Permits

How can I obtain a Riviera Village Employee/Merchant Parking Meter Permit?

- The Riviera Village Employee Parking Meter Permit Program is applicable only to parking meters located within Central Traffic District No. 3, as defined in Section 3-6.02 of the Redondo Beach Municipal Code.
- Riviera Village Employee Parking Meter Permits are only sold to business owners within the Riviera Village at a rate of one permit per each employee reported on the Business License for the business, at a cost of \$60.00 per permit per year.
- They are valid through September 30th of each year and business owners are responsible for purchasing the permits, monitoring usage and retrieving permits after an employee has separated employment.
- The permit allows the employee to park at certain meters identified by orange color-coded meter poles for up to nine-hours without placing coins within the meter.
- Vehicles displaying the Annual Parking Meter Permit may park at the meters designated for employee use, but their annual permit is not valid in these spaces, and they must deposit coins in the meter to park legally within these spaces.
- Business owners must:
 1. Apply in person
 2. Complete an application form

3. Provide their Business License Certificate.
 4. Provide valid identification
- Permits are only sold to the business owner and the number of employees reported on the business license.
 - Merchant/Employee rules are that:
 1. The permit consists of a 6x3 inch orange placard displaying the permit number and expiration date.
 2. This orange permit is valid only at the designated employee parking spaces identified by orange colored poles.
 3. It is the permit holder's responsibility to clearly display the permit.
 4. The permit MUST be hung from the vehicle's rear view mirror facing the rear of the vehicle while in use.

Preferential Parking Permits

What is a Preferential Parking Permit?

- The City Council may designate, by resolution, certain residential streets as preferential parking zones for the benefit of residents.
- Vehicles in these zones must purchase and display annual permits to be exempt from parking prohibitions or restrictions that are posted.
- Each preferential parking zone is designated only upon findings that the zone is required to enhance or protect that quality of life in the area of the proposed zone threatened by noise, traffic hazards, or environmental pollution resulting from commuter vehicular traffic.
- The City Council must find that the zone is necessary to provide reasonably available and convenient parking for the benefit of the adjacent residents, and that the proposed zone is desirable to encourage the use of car pooling and mass transit.

Where are there Preferential Parking Zones in Redondo Beach?

The current Preferential Parking Zones in Redondo Beach are located in the following areas:

1. Avenue F: 400 and 500 blocks both sides; 1800 block Paseo de las Delicias both sides north half
2. Avenue G: 400 and 500 blocks both sides; 1800 block Paseo de las Delicias both sides south half
3. Avenue H: 300 block both sides; Palos Verdes Bl between G and H both sides
4. Esplanade: 800 to 1800 blocks east side only
5. Knob Hill: 800 block south side only
6. Phelan Ln: 500 and 600 blocks; 2400 block of Fisk Ln
7. Vincent St: 600 and 700 blocks Vincent St; 600 and 700 blocks Vincent Park north of Vincent St; 100 block El Redondo east side only; 400 block El Redondo west side only; 300 block N. Francisca Ave; 500 and 600 blocks Diamond St north side only.

I recently moved into a residence or business located in a Preferential Parking Zone. How do I obtain my permit?

- Obtain one of the following original documents that is dated within 30 days of your request:
 - utility bill
 - escrow papers
 - rental agreement
 - lease
 - other similar proof
- Obtain your vehicle registration for each permitted vehicle, registered to your Preferential Parking Zone residence

- Complete and sign, under penalty of perjury, a [Preferential Parking Permit Application](#) Form
- In-Person: If you are applying in-person, bring the above documents to the Parking Enforcement Unit at 415 Diamond St, Door E.
 - If paying by check or money order, make it payable to the City of Redondo Beach.
 - You may pay cash at the Financial Services cashier at [Door E](#).
- Mail: If you are applying by mail:
 - Include photocopies of all of the required documents noted above.
 - If paying by check or money order, make it payable to the City of Redondo Beach.
 - Do not send cash by mail; it will not be accepted.
 - Mail your application and request to:

City of Redondo Beach
 C/O Parking Enforcement Unit, Preferential Parking Permits
 P.O. Box 270
 Redondo Beach CA 90277

How many Preferential Parking Permits may I purchase?

You may purchase a maximum of four (4), two residential permits and two guest permits, unless you can show that you have additional vehicles beyond this amount.

A guest is visiting my home during the restricted hours. Do they need a permit?

Yes. They must use one of your guest permits.

What should I do if I am having a party with more guests than I have permits during the restricted hours?

You may inquire about obtaining additional one-day temporary parking permits by calling the Parking Enforcement Unit Monday through Friday during the unit's business hours. Plan adequately ahead to make sure that you do not call on a Friday when City Hall is closed.

My permit was lost or stolen. How may I replace it?

You must:

1. Complete another [application](#)
2. Show current proof of residency
3. Pay a replacement fee

I did not post my permit properly and received a citation? Why?

Parking enforcement and police officers look at the specific locations on your vehicle where you are required to place your permit. Due to the multiple Preferential Parking Zones and other assigned duties, they depend on you to post the permit in the proper places. If you do not post it properly, you will receive a citation that will cost \$45.00 or more.

How might we obtain a Preferential Parking Zone for our neighborhood?

Read the requirements and regulations for Preferential Parking Zones in the Municipal Code. You may find these laws in [Municipal Code](#) sections Title 3, 3-7.1701 through 3-7.1706.

City of Beverly Hills
Residential Parking Permits

The City's Preferential Parking Permit Program governs parking in residential areas for all hours other than the overnight parking prohibition of 2:30 a.m. - 5:00 a.m. The City offers:

- Preferential Parking Permits - Residents within a permit zone may purchase **up to 3 daytime parking permits.**
- If your parking needs occasionally exceed what can be accommodated with 3 preferential parking permits, you may register to receive free preferential parking exemptions by calling **310-285-2548** from **8:00 a.m. to 9:00 p.m.**
- Preferential Parking Permits expire September 30th of the following year and require renewal. Please [click here](#) to **renew your residential parking permit online.**

Overnight Parking Prohibition - 2:30 a.m. to 5:00 a.m. The City has had an overnight parking prohibition to address public safety concerns since 1927. Overnight parking is not permitted in single family residential areas or commercial zones. However, as the City's multiple family residential areas do not have sufficient off-street parking for residents and their guests, the City provides the following programs:

- **Overnight Parking Permits** Qualifying residents in multiple-family units (apartments, condos, and duplexes) may purchase annual overnight parking permits. To qualify for permits residents must demonstrate a lack of off-street parking for their private vehicles.
- **Overnight Parking Exemptions** Residents in multiple-family residential areas may obtain up to 13 monthly overnight parking exemptions per household through the City's parking exemption call-in program or online.
- **Online** Residents may receive overnight parking exemptions online between 8:00 a.m. and 2:00 a.m. Please [click here for more information on the overnight parking exemptions guidelines.](#)
- **By Phone** Residents may also receive overnight parking exemptions by calling (310) 285-2548 between 8:00 a.m. and 9:00 p.m. We will request your name, address, and vehicle(s) license plate, make, model and color. The operator will issue a computer generated exemption code that must be written on an 8" X 11" white sheet of paper and displayed on the driver's side dashboard

City of Santa Monica Preferential Parking Permits

Preferential Parking regulations limit on-street parking to make it easier for residents and their guests with permits to find a parking space near their home. A Preferential parking permit exempts a vehicle from preferential permit restrictions within the specified zone and within a [two-block radius of the registered address](#).

Preferential Parking Eligibility

Only residents who live on a block with preferential parking restrictions are eligible to purchase a Resident or Visitor permit. [\[SMMC 3.08\]](#) To determine the status of your block, please review the [Preferential Parking Map](#), using the key below:

- Red Blocks: preferential parking restrictions have already been implemented (eligible).
- Blue Blocks: City Council has pre-approved restrictions for your block. However, a [petition](#) is required before restrictions will be implemented (not eligible).
- Other/No Color: City Council approval is required in addition to a completed petition (not eligible).

First Time Applicants

First time applicants must provide the documentation below either in person or by mail to the Parking Operations Office in order to establish an account. To request an application to apply by mail, please send us an [email](#) request and include your name and complete residential address. If you are applying in person, no application form is required.

- **Visitor permits** – Proof of residency such as a current utility bill, cable bill, phone bill, credit card bill or bank statement showing your name and current Santa Monica residential address. We do not accept leases, rental agreements, or IDs as sufficient proof. A "Visitor" permit may be used in any car, including the resident's car, and grants the exact same parking privileges as a Resident permit.
- **Resident permits** – Proof of residency as listed above, plus California Vehicle Registration reflecting your name and current Santa Monica residential address (not a Post Office Box or business address). Temporary registration is not acceptable. A "Resident" permit is valid only for the specific license plate number it is issued to and is not transferable to any other car.
- If you are a brand new resident moving into an unoccupied, vacant dwelling and have not yet received a bill or your updated DMV registration, you may bring in your rental agreement or lease to receive a temporary parking permit which can be made valid for up to 30 days. Thereafter, you must provide proof as listed above to purchase permits.
- You must pay outstanding parking citations before you can purchase or renew permits.
- Pay by cash, credit card (Visa, MasterCard, AMEX, or Discover) or check payable to City of Santa Monica. There is a \$25.00 charge for returned checks.

If you are moving from one Santa Monica address to another, even within the same zone or same building, you will need to establish a new account just like a first time applicant. Your permit account does not transfer with you when you move.

Number of Permits Allowed

Each eligible household may purchase a maximum of:

- One (1) annual Resident permit per vehicle registered at the current Santa Monica residential address.
- Two (2) annual Visitor permits.

Permit Fees Effective October 1, 2013

The City of Santa Monica has adopted new [Preferential Parking Permit Rates](#) for all Resident and Visitor permits with an effective date that begins on or after October 1, 2013. This is the first change to

Preferential Parking Permit rates since 1984. The new rate structure also reflects the City's policies to better manage parking through pricing by keeping the rates of the first permit low while significantly increasing the rates for three or more permits.

There are no refunds for lost, unwanted, unused, confiscated or partial-period use of permits.

Placement of Permits

Residential and visitor hangtag permits must be hung from the rearview mirror with the colored, numbered part of the permit facing the rear of the vehicle. Permits must be removed when the vehicle is in motion [CVC Section 26708(a)]. Resident bumper sticker permits must be placed on the left rear bumper only.

For motorcycles and scooters, sticker permits should be placed visibly on the left front side (e.g., on the fork or the fairing). Hangtag permits may be placed in lockable motorcycle permit holders that can be purchased online from various retailers.

If your permit is not displayed correctly you are subject to being cited and will have to go through the process of [contesting your citation](#). Your citation will not automatically be dismissed. The results of the review will be determined by SMPD Traffic Services.

One-Day Temporary Parking Permits

Up to 25 one-day temporary permits may be issued per specific date for private events at your home. There is a maximum of 300 temporary permits per account per year. Existing permit holders with active accounts can generate and [download one-day temporary permits online](#).

Renewing Preferential Parking Permits

Preferential parking permits are renewed annually either online or by mail only. Permits are not stocked in our office and cannot be renewed in person. Existing customers may log in to the [Customer Web Portal](#) to renew permits or pay citations. Please be aware of the expiration date printed on the front of your permit.

Renewal notices will be mailed to all active accounts 6 to 8 weeks prior to the annual expiration date. If you do not receive your renewal notice or it is lost, please contact our office for another copy. Please allow at least two weeks for renewals to be processed. There is **no grace period** for expired permits. Citations for lost or late renewals are your responsibility.

Replacing Permits (Lost, Stolen, or New Car)

If you replace a vehicle that has a valid permit with a new vehicle, a one-time free exchange may be issued for the same valid period when you return the original permit and provide us with the registration for the new vehicle. If your permit is stolen and you provide a police report, the first replacement is free. A second stolen permit is 50% of cost with a police report. Lost permits can be replaced only once, at full cost. Permits that have been confiscated for misuse cannot be replaced for the remainder of the permit year.

- To replace a Visitor permit, we will need to know the permit number of the missing permit. We can find this information if you simply provide us with your name and address, UNLESS there were two Visitor permits issued to the household, in which case we would need the permit number of the other Visitor permit you still have in order to distinguish which one is missing.
- To replace a Resident permit, we will need to know the license plate number of the old vehicle the Resident permit was assigned to.

Permits that have been reported as lost or stolen are cancelled and no longer valid.

Important Notes

- Preferential parking permits become invalid when the permit holder moves. You may not sell or transfer your permits.
- If you move to a new address that requires permits, you will need to establish a new account by providing proof of residency for your new address. Your permit account does not transfer to your new address.

- Preferential parking permits do not exempt users from other parking regulations such as curb markings, alleys, meters, street sweeping, oversize vehicle regulations, or anywhere else where parking is prohibited.
- Parking Enforcement may confiscate a permit and/or issue a citation if the permit is used to park to go to a business, school, hospital, convalescent home or any location other than your home.
- Preferential parking permits are not valid in City of Santa Monica parking lots, structures or beach lots.
- Vehicles parked in the same space for over 72 hours are subject to citation and/or tow [[SMMC 3.12.990](#)].

Establishing Preferential Parking

To implement preferential parking restrictions in areas where preferential parking has been pre-approved, residents must submit a [petition form](#) with signatures representing two-thirds of residential units in the affected area. Preferential parking will be implemented on a Council-approved block within eight weeks of receiving a qualifying petition.

The process for requesting preferential parking in an area not pre-approved by City Council is initiated by submission of a petition form with signatures representing two-thirds of residential units in the affected area. Upon receipt of a petition, staff will study parking occupancies in your neighborhood and host a community meeting to discuss the findings. If preferential parking is warranted, a recommendation will be made to the City Council. The entire process takes roughly two years.

EXHIBIT 6

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

Downtown Resident Permit Parking

Public Correspondence

Erik Zandvliet

From: tscobar@aol.com
Sent: Thursday, March 12, 2015 6:16 PM
To: Erik Zandvliet
Subject: Email to City Hall about parking

I just emailed ezandvliet@citymb.info.

Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Therese Sweeney
428 7th St.

Erik Zandvliet

From: Lisa Jadon <lisajadon@sbcglobal.net>
Sent: Thursday, March 12, 2015 1:10 PM
To: Erik Zandvliet
Subject: Parking in Hill Section/Walk Street area

Hello,

I understand that you are considering permit parking in the lower portion of the Hill Section. I live on the flat walk street on 7th and it would be a terrible inconvenience for my family, friends and neighbors if that were to go into effect. I understand there is a parking issue, but perhaps there is another resolution. Please do not allow this to go through.

Thank you,
Lisa Jadon
501 7th St.

Erik Zandvliet

From: lamundt@aol.com
Sent: Thursday, March 12, 2015 10:35 AM
To: Erik Zandvliet
Subject: Parking on Valley/Ardmore

Hi Erik,

I understand there is a proposal to make parking on Valley / Ardmore permit only and short term; I feel this would be counter-productive. I hope the committee will keep in mind that many of the service people who work in our downtown shops and restaurants (that we all love to frequent), must park on Valley / Ardmore. The probable unintended consequence of making this permit / short term parking will be great inconvenience for these people, who also may then wind up getting tickets they can ill-afford.

Thank you for your consideration.

Best,

Lisa Mundt (9th Place)

Erik Zandvliet

From: Melanie Williams <alimarinamom@verizon.net>
Sent: Thursday, March 12, 2015 10:36 AM
To: Erik Zandvliet
Subject: Fwd: Walk Street Parking and permits.

Please add my name to the list of concerned walk street residents. Parking has been an issue for all of the 50 years I have lived in this area. There is only room for our own vehicles in the narrow alleys, and street parking is limited on the very best days and nonexistent at other times.

I don't understand how shade hotel can build their hotel and then ask their workers to park all over the city. There is a parking lot right next door and if permits are too high then the shade must purchase permits for their workers.

Our guests must find parking where they can. And often that is on the hill immediately east of Ardmore. The City has not been helpful in the past regarding the parking issues we have on the walk streets. The limited parking available on Highland, Valley, and the numbered streets between Highland and Crest is quickly snatched early in the morning by day workers when residents leave for work. When will parking permits be issued to walk street residents for those areas? I suspect, and urge the City to survey the situation, that the parking available to those on the hill is more abundant than what is available to walk street residents. Will walk street residents be issued permits for the parking on the hill?

I am against this proposal and urge the City to reject the request of those up on the hill.

Andrea Miller
401 Seventh Street

Erik Zandvliet

From: Peter Pham <peterpham1@gmail.com>
Sent: Thursday, March 12, 2015 7:42 AM
To: Erik Zandvliet
Subject: 7th St. Parking.

Hi. Parking for our guests is difficult, since we get and have all the beach traffic. If the hill section gets permitted our guests will be walking down even a steeper Hill with kids on streets with no sidewalks to visit us. Please keep in consideration that we have to utilize some of the closer parking spots on the other side of Valley when there is no parking on the weekends. If it's permitted it's going to be impossible

Erik Zandvliet

From: Stephanie Schroeder <stephaniekschroeder@gmail.com>
Sent: Thursday, March 12, 2015 7:36 AM
To: Erik Zandvliet
Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Stephanie Schroeder
520 7th St.

Erik Zandvliet

From: Samantha Alvarez <samanthaphipps@me.com>
Sent: Thursday, March 12, 2015 7:44 AM
To: Erik Zandvliet
Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Samantha Alvarez
337 7th St.

Erik Zandvliet

From: Andrea Miller <ampinkquark@gmail.com>
Sent: Thursday, March 12, 2015 6:31 PM
To: Erik Zandvliet
Subject: Re: Walk Street Parking

Thank you for listening. A couple of thoughts have occurred to me since I wrote my first message. I lived east of Sepulveda for 4 years and in the Tree Section for 3 years before moving to our walk street home. Parking is tough everywhere in Manhattan Beach. We've crammed a lot of people into a small space. Interestingly enough, I would say some of the largest lots and, therefore the least densely populated space in the city, seem to be in the hill section. I would like to know how many vehicles the people behind this request own per family and whether or not they are kept in their garages and/or driveways. My husband and I each have a car, and they are kept in our garage. When our children lived at home, they shared a car and it was parked in our space next to our garage. We rarely entertain groups that require us to provide parking for more than two cars which means it is not often that we rely on parking up the hill, but we feel strongly that we are just as entitled to use street parking in the city as the people who come in and use the street parking closer to our home.

Thank you for carrying these thoughts on to the meeting. If we are able to attend, we will be there. Wonder what parking will be like.

Andrea Miller

On Thu, Mar 12, 2015 at 10:13 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:


Thank you for your comments, Ms. Miller. You make some good points.

They will be made part of the discussion by the Parking and Public Improvements Commission on March 26 at 6:30pm. I encourage you to attend the meeting.

You will be receiving a meeting invitation soon.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



 Please consider the environment before printing this email.

From: Andrea Miller [mailto:ampinkquark@gmail.com]
Sent: Thursday, March 12, 2015 8:24 AM
To: Erik Zandvliet
Cc: stephaniekschroeder@gmail.com
Subject: Walk Street Parking

Please add my name to the list of concerned walk street residents. Parking has been an issue for all of the 34 years I have been a home owner in this area. There is only room for our own vehicles in the narrow alleys, and street parking is limited on the very best days and nonexistent at other times.

Our guests must find parking where they can. And often that is on the hill immediately east of Ardmore. The City has not been helpful in the past regarding the parking issues we have on the walk streets. The limited parking available on Highland, Valley, and the numbered streets between Highland and Crest is quickly snatched early in the morning by day workers when residents leave for work. When will parking permits be issued to walk street residents for those areas? I suspect, and urge the City to survey the situation, that the parking available to those on the hill is more abundant than what is available to walk street residents. Will walk street residents be issued permits for the parking on the hill?

I am against this proposal and urge the City to reject the request of those up on the hill.

Andrea Miller

401 Seventh Street

Erik Zandvliet

Traffic Engineer

P: (310) 802-5522

E: ezandvliet@citymb.info



Erik Zandvliet

From: susie kim <susiekim89@yahoo.com>
Sent: Tuesday, March 10, 2015 8:20 PM
To: ezandviet@citymb.info
Cc: Erik Zandvliet
Subject: re: South Sand section Public Parking

Hello Erick:

I just recently heard from neighbors that public street parking is reduced because of a pilot program started to alleviate the downtown parking congestion. Now this parking limitation is a problem for sand section residents.

I have five cars and 3 parking spots available at my home.

I use public parking to park my cars. I work full time and I am unable to move my cars every two hours if this new program is implemented.

Please do not take away public parking. Most workers who work in downtown Manhattan beach park in the sand section and very rarely do I see workers park in the residential areas between ardmore and pacific in the hill section. And if there are workers parking they are construction workers for all the homes that are being remodeled and built in our town. If you want to limit parking you should limit the number of home permits passed so that there isn't so much construction being done at the same time.

I am against the parking plan that the city is imposing on the residents.

I'll be at the city meeting on March 26.

Susie Kim

305 7th St.

Manhattan Beach, CA

Erik Zandvliet

From: Michael Burke <mmburkey@aol.com>
Sent: Wednesday, March 04, 2015 3:10 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External); David Lesser; Marisa Lundstedt
Subject: RE: Proposed expansion of parking restrictions

Some comments for your consideration:

1. Expanding the parking restrictions south (as well as the current restrictions) just pushes the merchant and construction parking into the next neighborhood. This is to the detriment of the nearby neighbors and causes those adjacent streets to take on their existing load as well as the cars pushed from 11th 10th 9th and now 8th. This also affects the merchants in the downtown area as they will have a tougher time getting qualified employees if they are forced to walk more than a mile from their cars.
2. 8th (and 9th) streets south and north of downtown are residential areas and should not be subject to downtown parking restrictions.
3. The hill section (from Ardmore east) is street parking for a much larger area, and specifically all of the Walk Streets. The city has recently posted no parking signs in the Walk Street alleys behind our garages. I understand this is not being enforced right now but if you remove parking behind our garages (per the signs) you cause an even greater parking issue for the walk streets with no alternative parking
4. People visiting the Walk Streets park on Valley/Ardmore and the hill section. There are so few spaces left on Highland that it is impossible to find a space there.
5. Allowing one street to restrict parking to only residents of that street impacts entire neighborhoods not just the street itself.
6. Valley and Ardmore are both major arteries for the city and should not be allowed to have restricted parking. As was stated before Valley and Ardmore are the primary street parking for the entire Walk Street neighborhoods (secondary is the hill section)
7. If you continue with the current parking restrictions on 9th 10th and 11th and also expand it to 8th you will need to provide access to parking passes for the entire area impacted (not just the people on that street) which would include streets to the east and all of the Walk Streets.
8. 8th Street from Ardmore to Highview, which is the area trying to expand the parking restrictions, is a much longer block than a normal block and will remove a larger number of spaces than a typical sized block.
9. Parking on 8th Street east of Ardmore and at 8th and Valley/Ardmore was recently impacted by a great deal of construction on the Walk Streets. Last year we had 7 houses under construction on our alley alone. The issue may not be as pronounced now that the construction has calmed down to a more normal flow.
10. We have never had a problem finding a parking space on 8th east of Ardmore so I find it unusual that they qualified for the restricted parking. I understand that there is a lot of merchant parking in those areas but that has only been made worse by the restrictions on 11th 10th and 9th.

In conclusion we feel that any parking restrictions in the Hill section from 9th Street south and on Valley/Ardmore would adversely impact all of the Walk Streets and to a certain extent the streets east of the proposed restricted areas. We also feel that the streets from 9th Street South should never have been included in the Downtown Parking Plan as those are clearly residential areas and your typical downtown visitor does not park there.

If those parking restrictions are expanded and the current ones are left in place then people in the impacted areas, the Hill Section and Walk Streets, should also be allowed to get parking passes. Restricting parking access to only residents of that street just isn't fair.

Erik thank you for your quick response yesterday. I hope that the city will take into account the impact of removing and restricting public street parking has on a much larger area than just those streets.

Michael Burke
408 8th Street
Manhattan Beach, CA 90266

From: Erik Zandvliet [mailto:ezandvliet@citymb.info]
Sent: Tuesday, March 03, 2015 3:07 PM
To: 'Michael Burke'
Cc: Amy Thomas Howorth (External); David Lesser; Marisa Lundstedt
Subject: RE: Proposed expansion of parking restrictions

Hello Mr. Burke,

Thanks so much for your comments.

I am collecting comments from other affected neighbors and will be preparing a staff report to present to the Parking and Public Improvements Commission for their consideration to change in the permit issuance policy. We realize that residents who don't live directly adjacent to the restricted streets are being affected by the restrictions, but are not able to participate in the permit program. The Commission will discuss the current policy and make a recommendation whether to allow residents outside the permit zone to obtain permits and/or consider expanding the buffer zone to include other streets, including streets west of Valley Drive or Valley Drive or Ardmore Avenue. Their recommendation will then go to the City Council for their review and approval.

The current policy approved as part of the 2008 Downtown Parking Management Plan allows residents on certain streets in a buffer zone around Downtown to petition for parking restrictions and to obtain permits for a particular street section only. 8th Street met the criteria after residents submitted a petition and a parking study showed significant merchant parking. The signs and permits are issued administratively in accordance with the permit program. However, due to the significant number of affected residents, the restrictions on 8th Street are not being enforced until a decision is made. Additionally, new permit parking approvals have been suspended until the current policy is reviewed.

There will be a large public notice at the time the Parking and Public Improvements Commission considers the matter, anticipated at their March 26 meeting.

Please feel free to contact me if you have additional questions.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Michael Burke [<mailto:mmburkey@aol.com>]
Sent: Tuesday, March 03, 2015 1:08 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External); David Lesser
Subject: Proposed expansion of parking restrictions

The people living south of 10th Street in the proposed downtown parking plan vigorously object to restricting parking on 8th street to permit parking and only for 2 hours in the rest of the hill section. We also strongly object to restricting parking on Valley to permit parking only for those people located on Valley.

With all of the construction over the past 20 years there are virtually no parking spaces left on Highland north of 3rd Street. All of the neighborhoods that make up the walk streets rely on parking on Valley, Ardmore and the hill section. Restricting the street parking to permits and/or 2 hour parking in those areas will impact all of the residents of the walk streets and possible affect the housing values in those neighborhoods by removing our right to park in our own neighborhoods and city.

I would argue that everything south of 11th Street is not even considered downtown and should continue with free unrestricted parking for all residents.

I am also concerned to hear about this plan from other residents and that the city did not provide everyone impacted by this with notification and detailed descriptions of the proposal.

Mike and Mary Burke
408 8th Street
Manhattan Beach, CA 90266

Erik Zandvliet

From: ALLEN <petersar441@msn.com>
Sent: Tuesday, March 03, 2015 2:55 PM
To: Erik Zandvliet
Subject: Parking Limitations

Dear Mr. Zandvliet,

We are writing to express our strong opposition to the city's proposal to expand the 2 hour parking limits in our neighborhood. We have lived at 441 8th St for over 20 years. This proposal to expand to more streets the hourly parking limit would have a significant negative impact on us and our neighbors. Parking is already very limited on walk streets for visitors for social occasions or trips to the beach. This proposal would result in limiting even further visitors to our home and our neighbors for social occasions. We cannot tear down and rebuild our house to add more parking spaces, nor should we have to.

During the day, it is extremely difficult for contractors to find parking. We have a significant problem in the Sand Section with contractors illegally parking behind houses adjacent to the ones they are working on when parking along streets is not available. The city's 2-hour parking restrictions increase that illegal parking behind neighbors' houses.

We don't understand the rationale behind the City's efforts. Residents don't own the streets in front of their homes, yet the City's plan appears to benefit a few residents at the expense of many others.

Sincerely,

Allen & Rose Peters
441 8th St.

Erik Zandvliet

From: Katie David <katiemdavid@gmail.com>
Sent: Wednesday, March 11, 2015 7:49 PM
To: Erik Zandvliet
Subject: Fwd: Residential Parking Permit

----- Forwarded message -----

From: **Katie David** <katiemdavid@gmail.com>
Date: Wed, Mar 11, 2015 at 7:47 PM
Subject: Residential Parking Permit
To: ezandviet@citymb.info

Erick,
Tonight a lovely lady came by my door to ask me to sign a petition for the city to take a look at the residential parking permits for Manhattan Beach residents.

I agree that the congestion in the sand section area has become out of control. My neighbors have 3-4 cars and 1 parking spot for all their vehicles on their property, but they rent.

I believe that Sand Section residents should be allowed to obtain a "Resident Permit Parking Pass" if you have proof of living in a house in the sand section and it must be renewed each year.

As summer draws near, parking will continue to get worse due to beach visitors and continued construction.

Please address this issue soon!

Ideas for a solution:

1. the empty lot on the corner of Manhattan Beach Blvd and Sepulveda should be paved and have a central pay per hour meter installed. This is a huge waste of space right now and the city could easily be making a lot of money. A shuttle bus could carry visitors to specified destinations in Manhattan Beach from this lot.
2. The empty parking lot where the Power Auto Building is at 700 Sepulveda Blvd could also be used for paid parking and shuttling visitors from this lot.
3. Go BIG! Dig space into the green belt area for metered paid parking spots (ie. Hermosa has near their Fire Department and MB has this by Live Oak Park). Do this also on the South side of the Greenbelt. There is plenty of space to do this even with 5-10 additional spots by expanding the emergency cut-in outlets already paved into the green belt.
4. Build a lower parking garage to the parking lot at the Pier and Manhattan Beach Blvd., both sides. Yes, dig into the side of the dirt hill and make more metered spots in an underground parking lot.

There has to be a remote construction truck parking lot with ease of access for construction workers. We need specified shuttles for these guys to make runs to get their tools from their trucks. We should have video monitors in these lots and plenty of lights for when they arrive at 6am and leave after it gets dark. You could issue construction truck permits (make copies of their driver's licenses) for long term parking. That way, the

city can keep an eye on who is driving into manhattan beach and working here. I believe many of these guys are behind the increase in robberies in Manhattan Beach and it would be good to find a way to track them when they are here.

Just my two cents.

Thank you,

Katie David

500 7th Street



**City of Manhattan Beach
Downtown Residential Override Parking Program
Petition Form**

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish

TWO HOUR PARKING 7AM – 8PM VEHICLES WITH TAGS EXEMPTED” restrictions

on the U/A block of VALLEY DR

between 10th PL and 6th PL

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

We attest that a copy of the Downtown Residential Override Parking Program Petition Form Procedures was attached to this petition for review at the time this petition was signed.

The designated contact person(s) are:

CONTACT PERSON: _____ DAYTIME PHONE NO: _____

ALTERNATE CONTACT: _____ DAYTIME PHONE NO: _____

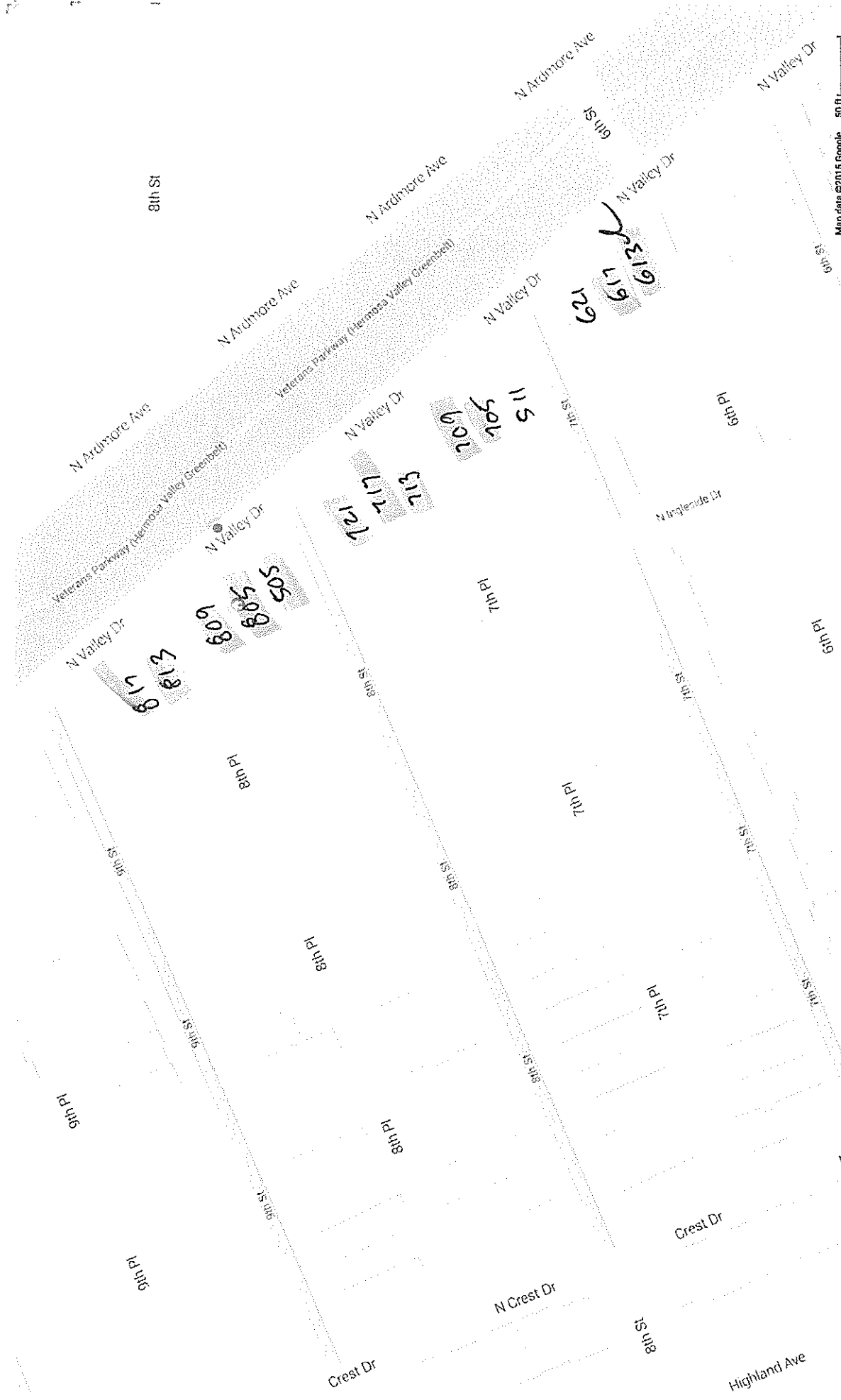
NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	KIRK ROGERS	805 N. VALLEY DR	2/10/15
	Kearly Bixby	809 N Valley Dr	2/13/15
	CHRIS CHAPIN	813 N. VALLEY DR	2/12/15
	Larissa Chapin	813 N. Valley Dr.	2/12/15
	Chris Schraheim	817 N. Valley DR	2-12-15
	KAREN Darting	441 9 th Street	2-15-15

Miss Valley

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on _____ Date in Manhattan Beach, California.



Map data ©2015 Google 50 ft



**City of Manhattan Beach
Downtown Residential Override Parking Program
Petition Form**

March 26th?

We, the undersigned residents, do hereby petition the City of Manhattan Beach to establish
TWO HOUR PARKING 7AM – 8PM VEHICLES WITH TAGS EXEMPTED” restrictions

on the _____ block of Valley Drive
between 6th Street and 11th Street

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

We attest that a copy of the Downtown Residential Override Parking Program Petition Form Procedures was attached to this petition for review at the time this petition was signed.

The designated contact person(s) are:

CONTACT PERSON: Sheila Halcomb DAYTIME PHONE NO: 310 374-7737

ALTERNATE CONTACT: Kirk Rogers DAYTIME PHONE NO: _____

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
<i>Sheila Halcomb</i>	Sheila Halcomb	505 8 th St	2-15-15
<i>Daniel Simonsen</i>	Daniel Simonsen	717 N Valley Dr.	2-15-15
<i>Jody Taylor</i>	Jody Taylor	717 N. Valley Dr	2-15-15
<i>John Schombager</i>	John Schombager	713 Valley Dr.	2-15-15
<i>Lisa Miali</i>	Lisa Miali	709 N. Valley Dr	2-15-15
<i>MARTIN DUNK</i>	MARTIN DUNK	617 N. Valley	2-15-15
		613 N. Valley Dr	
<i>Jim Strook</i>	Jim Strook	705 N Valley Dr	
<i>Jacklyn Ingham</i>	Jacklyn Ingham	721 Valley Dr	3-02-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Executed on _____ in Manhattan Beach, California.
Signed by Contact _____ Date _____

Erik Zandvliet

From: Kirk Rogers <kirk@icapsolutions.com>
Sent: Monday, February 02, 2015 1:51 PM
To: Erik Zandvliet; 'Mattox, Simon'
Cc: larissachapin@gmail.com; Tim Chaikovsky; Cynthia (mom) Rogers
Subject: Re: Parking 8th Street

Thanks Erik, we all appreciate your work to resolve this issue.

I've been documenting the parking situation today with pictures, and sure enough it has gone from bad to worse. I have several photos showing the parking lot that is now Valley and Ardmore, there isn't a single available spot which now extends all the way down to 5th street, and 6th street all the way up and past Pacific is now full. And 8th street? Having the largest available swath of parking space per capita, 8th street is now empty on the south side shy of 1 car and a utility vehicle servicing the new housing development, an enormous amount of restricted parking. Never before has it been this way, there's always been at least a few spots available north of 6th along Valley and Ardmore, not to mention the spill over onto 8th.

I think we all get it, what our east side neighbors on both 9th and 8th are striving to accomplish. I don't believe they were purposely strategizing against the west side neighborhood, as we too (the Valley Drive and walk street residence) would like take advantage of these same rules. However, segregating the parking community in such small and isolated segments and ignoring the surrounding real estate will inevitably pit neighbor against neighbor. I don't think anyone wants that, as there's certainly several simple solutions that can accommodate all local residence.

Kirk Rogers
(310) 779-3744

On 2/2/2015 12:52 PM, Erik Zandvliet wrote:

> Mr. Mattox,

> I do not have any waiver I can give you, but I am discussing this with the Police Department to extend the "grace" warning period on 8th Street indefinitely until this issue is addressed.

>

> Erik

>

>

>

> Erik Zandvliet

> Traffic Engineer

> (310) 802-5522

> ezandvliet@citymb.info

> City of Manhattan Beach, CA

>

> -----Original Message-----

> From: Mattox, Simon [<mailto:Simon.Mattox@marcusmillichap.com>]

> Sent: Monday, February 02, 2015 10:44 AM
> To: Erik Zandvliet
> Cc: Kirk Rogers; larissachapin@gmail.com
> Subject: Re: Parking 8th Street

>
> Great thank you. In the meantime how can I get a waiver? We have a lot going on with the newborn and it would really help as you can imagine.

>
> Simon Mattox

>
> Sent from my mobile command center - Please excuse any typos.

>> On Feb 2, 2015, at 9:58 AM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

>>
>> Thank you, Mr. Mattox,

>> This is a good argument for changing the policy. I will be preparing a report for the Parking and Public Improvements Commission for their consideration in the near future. I will send a meeting invitation when it is scheduled.

>>
>> Erik Zandvliet, T.E.

>> City Traffic Engineer

>> P: (310) 802-5522

>> E: ezandvliet@citymb.info

>> Erik Zandvliet

>> Traffic Engineer

>> (310) 802-5522

>> ezandvliet@citymb.info

>> City of Manhattan Beach, CA

>> -----Original Message-----

>> From: Mattox, Simon [<mailto:Simon.Mattox@marcusmillichap.com>]

>> Sent: Monday, February 02, 2015 4:51 AM

>> To: Erik Zandvliet

>> Cc: Kirk Rogers; larissachapin@gmail.com

>> Subject: Parking 8th Street

>> Hi Eric,

>> We spoke the other day about the new 2 hour parking restrictions that were recently implemented on 8th street east of Ardmore.

>> As we discussed this has created an extreme hardship for my family. We have been residents for over 10 years and have lived at 809 N Valley for approximately 5 years. Our home only has one small garage to park our cars. My wife and I both work and have two cars so street parking near our house is very important. We also just had our first child so not being able to park near our house with a newborn baby has made the current situation even more critical.

>> I am request two things.

>>

>> 1. A parking pass for 8th Street - Immediate waiver for the rule that only residents on the street can be given a parking permit because we have a newborn baby and this has caused an extreme hardship for our family.

>>

>> 2. Permit Parking Pass - the city needs to review and change the rule only allowing residents on the street the restriction occurs to receive parking permits. You are obviously aware that parking is extremely limited in our city and not allowing neighbors on adjacent streets to park freely is both unfair and a hardship for many residents and their guests.

>>

>> Thank you for your attention to this matter.

>>

>> Simon Mattox

>> , - - - - -

>>

>> Sent from my mobile command center - Please excuse any typos.

>>

>>

>

Erik Zandvliet

From: Kirk Rogers <kirk@icapsolutions.com>
Sent: Friday, January 30, 2015 12:29 PM
To: Erik Zandvliet; Cynthia (mom) Rogers
Subject: Re: Parking - Eric Zandvliet

Hi Eric, I was just talking with my next door neighbor Simon Mattox (809 valley) who informed me of the new parking restrictions being imposed on 8th street, up from Ardmore.

I am Kirk Rogers, home owner for almost 20 years in 805 N Valley Dr, MB. I own a modest home, 1500 sq ft, single garage, wife Cynthia and 2 boys at Ryan 10 and Robert 11. We are a 2 car family and have (must) rely on the available public parking around our neighborhood for additional parking for not only ourselves, but for visitors and our guests. Imposing a parking restriction on 8th street and not allowing us the privilege to park on that street greatly and negatively impacts our day to day lives. 9tyh street already has a similar restriction which pushes public parking and everyone else down to eighth street as it is. The home owners along that street all have mansions, multiple car garages, large driveways, and the city in no way shape or form should require imposing such a restriction on either street. There is simply not enough parking for the local residents in the sand section to dramatically reduce parking such as what is now being enforced on 8th.

My car is parked on the corner of 8th and Ardmore right now, those signs were put up "after" my car was parked ... i can only hope i don't get a ticket today.

Parking is an absolute nightmare throughout this neighborhood as it is, with the constant construction, remodels, day laborers, local city employees, etc. By restricting parking on 8th street and NOT allowing us (local neighbors and home owners) to submit parking passes as local residents is going to cause serious consequences for my family. Doing this will again move public parking down further to 6th street, and then what? Restrict 6th street as well? The domino effect and this is just simply unacceptable. My immediate neighbor to the South (Bob and Sheila Holcome) are already crowding our "single car" spot as it is, and it is very difficult to deal with already. We are seriously considering filing a petition to get a small strip of red painted on our own curb to accommodate for our one car parking situation. And then what, maybe we should restrict parking in front of our house? 2 hour parking and allow only us, the local 3 resident on valley to park there? Do you see the pattern???

I can only hope that we can come to some agreement with parking on that street, as it is critical we are able to park there freely and without hassle.

Please let me know what I can do to get this expedited, or what I need to do to acquire a resident pass (temporary or otherwise) until we get this resolved. I now have no reasonable place to park my car ... and I am a homeowner of 20 years, and permanent MB resident of all my 52 years.

Please advise,

Kirk Rogers
805 N Valley Dr.
Manhattan Beach, CA 90266

Erik Zandvliet

From: Susan Harry <mb.harry@verizon.net>
Sent: Tuesday, February 03, 2015 11:22 AM
To: Erik Zandvliet
Subject: 8th street parking

Eric Zandvliet-

I am writing to ask you to please consider offering parking permits to neighbors in the area of 8th street. We all have tight quarters to park and when that extends to friends and family visiting, it's an enormous inconvenience and then to be ticketed on top of that, it feels like we're being penalized to even live here.

Thank you for your consideration.

Susan Harry
428 9th Street

Sent from my iPhone

Erik Zandvliet

From: Shelley Theodore <theodores5@verizon.net>
Sent: Wednesday, February 04, 2015 12:28 PM
To: Erik Zandvliet
Cc: Amy Thomas Howorth (External)
Subject: 8th St parking restricitions

Hi Eric,

My family lives on the 300 block of Ninth street and we are deeply concerned over the new parking restrictions on 8th street above Ardmore. We have three drivers in our family and only room to park two cars. The hill sections is a frequent parking option as there are very limited spaces on Highland and Valley/Ardmore isn't always available either. Are the permit holders of 8th allowed to park on 9th or 10th? How is a public street only for the unlimited use of a few residents? My son visited city hall to inquire about getting a permit and he was told residents of our street are not eligible. I know Hermosa Beach offers permits for all residents, why is Manhattan Beach policy different? By only allowing the residents of each block the privilege of purchasing parking permits, the over flow will continue up through the hill section and eventually each block will petition to have permit parking too.

I look forward to hearing back from you,
Shelley Theodore

Erik Zandvliet

From: larissa chapin <larissachapin@gmail.com>
Sent: Monday, February 02, 2015 8:11 PM
To: Erik Zandvliet
Cc: Christopher Chapin; Simon Mattox & Keary Ann Bixby
Subject: Parking on 8th

Hi Erik,

My husband and I live across the street from Simon Mattox (and have lived in our house in MB since 2006). I wanted to let you know that I agree with him and the others who disagree with the new parking restrictions on 8th Street. I am curious as to how 8th Street was singled out in this capacity as it affects local traffic patterns, the property values on that street (private parking rights is a big bonus for them), and parking for my guests who are not able to park directly behind my garage on 8th Place. Will all residents be offered the same type of arrangement for the streets that they live on? If not, why the unfair treatment?

Thanks for your help and consideration to those not on 8th Street.

Sincerely,
Larissa Chapin
813 North Valley Drive, MB

Erik Zandvliet

From: Chris Schwachenwald <cschwach@gmail.com>
Sent: Monday, February 02, 2015 10:20 PM
To: Erik Zandvliet
Subject: New 2 hour parking on sand section

Hi Erik -

I want to say thank you for all you do for our city, your attention to detail is appreciated.

I'd like to request that you consider some other residents of the sand section with the new 2 hour parking access. I'd gladly apply for access to park on the 8th and 9th streets west of Ardmore. As you know street parking on Valley and Ardmore gets filled daily by non residents who work locally at most downtown businesses. Thus the need for residents to find overflow parking on the adjacent 8th and 9th streets.

Please find a solution for residents.

My Best -
Chris
8th and Valley

Sent from my iPhone

Erik Zandvliet

From: Ron Howell <ronghowell@msn.com>
Sent: Monday, February 02, 2015 3:26 PM
To: Erik Zandvliet
Cc: Nancy Jo; Wayne Powell
Subject: Re: Residential Override Permit Restrictions

Thanks for the reply and explanation files.

The issue in my immediate neighborhood is not a "hang tag" permit since no restrictions exist on my block, but the pushing of parking congestion issues from one neighborhood to another. It appears the only solutions are to either live with increased parking congestion on Pacific or join in the restrictions with the inconveniences that accompany them. The "join in" option also indicates we replace the utility poles eliminated by under-grounding of utilities a few years ago (at considerable expense) with the poles for restriction signs.

Please assure these concerns are appropriately highlighted in the staff report to PPIC.

Thanks for your attention,

Ron Howell

On Feb 2, 2015, at 12:48 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Hello Mr. Howell,

Thanks so much for your comments and observations.

I am collecting comments from other affected neighbors and will be preparing a staff report to present to the Parking and Public Improvements Commission for their consideration to change in the permit issuance policy. We realize that residents who don't live directly adjacent to the restricted streets also need street parking, but are not currently able to obtain permits. The Commission will review the current policy and make a recommendation whether to allow residents outside the permit zone to obtain permits. They may also consider expanding the buffer zone to include other streets, including Pacific Avenue. The west half of Pacific Avenue is within the buffer zone, so residents there can petition for parking restrictions if they wish.

The current policy approved as part of the 2008 Downtown Parking Management Plan allows residents on certain streets in a buffer zone around Downtown to petition for parking restrictions and to obtain permits for a particular street section only. The signs and permits are issued administratively in accordance with the permit program. See attached for more information.

I will include you in a public notice at the time the Commission considers the matter. Please feel free to contact me if you have additional questions.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info
<image001.gif>

Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Marisa Lundstedt
Sent: Monday, February 02, 2015 11:57 AM
To: Erik Zandvliet
Subject: FW: Parking Restrictions

Erik – Can you look into this please?

Marisa Lundstedt
Director of Community Development
P: (310) 802-5502
E: mlundstedt@citymb.info



From: Wayne Powell [<mailto:waynepowellmb@yahoo.com>]
Sent: Monday, February 02, 2015 11:27 AM
To: Mark Danaj; Nadine Nader; Marisa Lundstedt
Subject: Fwd: Parking Restrictions

Can someone please respond to the email below. Thanks.

Wayne Powell
- Mayor, City of Manhattan Beach
- Los Angeles County Beach Commissioner/Chair
- Independent Cities Association Board Director
Phone: (310) 545-2184
Email: wpowell@citymb.info
Web: <https://sites.google.com/site/WaynePowell4MB>



Sent from my iPad

Begin forwarded message:

Resent-From: <wpowell@citymb.info>
From: Ron Howell <ronghowell@msn.com>
Date: February 2, 2015 at 10:42:19 AM PST
To: "nmadrid@citymb.info" <nmadrid@citymb.info>
Cc: Nancy Jo <nancyjohowell@gmail.com>, Wayne Powell
<wpowell@citymb.info>
Subject: Parking Restrictions

Over the past few years, signed street parking restrictions have been implemented in the general area bounded by Ardmore Avenue, Pacific Avenue, 10th Street and 9th Street. More recently, signed restrictions have appeared on 8th Street between Ardmore Avenue and Pacific Avenue. One of the consequences of these restrictions is to push longer-term street parking from the restricted areas to streets immediately adjacent to the restricted areas.

I am concerned that one neighborhood is able to solve their parking congestion problem by pushing the problem to adjacent neighborhoods. I reside on Pacific Avenue near the restricted areas and I have witnessed the impact directly.

What is the process for deciding restrictions? How are residents in the areas notified of planned restrictions? What plans are in process for restrictions on Pacific Avenue between 8th Street and 10th Street?

Thanks for the opportunity to address this issue.

Ron Howell
809 Pacific Avenue

Wayne Powell (External)

Mayor

P: (310) 802-5053

E: waynepowellmb@yahoo.com



<Downtown Res park Criteria and petition 2013-2015.pdf>

<DowntownParkingOverride map 12-18-2014.pdf>

<buffer zone criteria.docx>

Erik Zandvliet

From: Mattox, Simon <Simon.Mattox@marcusmillichap.com>
Sent: Monday, February 02, 2015 4:51 AM
To: Erik Zandvliet
Cc: Kirk Rogers; larissachapin@gmail.com
Subject: Parking 8th Street

Hi Eric,

We spoke the other day about the new 2 hour parking restrictions that were recently implemented on 8th street east of Ardmore.

As we discussed this has created an extreme hardship for my family. We have been residents for over 10 years and have lived at 809 N Valley for approximately 5 years. Our home only has one small garage to park our cars. My wife and I both work and have two cars so street parking near our house is very important. We also just had our first child so not being able to park near our house with a newborn baby has made the current situation even more critical.

I am request two things.

1. A parking pass for 8th Street - Immediate waiver for the rule that only residents on the street can be given a parking permit because we have a newborn baby and this has caused an extreme hardship for our family.
2. Permit Parking Pass - the city needs to review and change the rule only allowing residents on the street the restriction occurs to receive parking permits. You are obviously aware that parking is extremely limited in our city and not allowing neighbors on adjacent streets to park freely is both unfair and a hardship for many residents and their guests.

Thank you for your attention to this matter.

Simon Mattox

Sent from my mobile command center - Please excuse any typos.

Erik Zandvliet

From: Tim Chaikovsky <tim@live-oak-investments.com>
Sent: Friday, January 30, 2015 1:31 PM
To: Erik Zandvliet
Subject: Parking on 8th (and 9th) Streets

Dear Eric –

I was forwarded your contact info by Kirk Rogers, a neighbor who lives on Valley and 8th. Add my name to the list of long-term homeowners in the sand section (429 9th Street) that is outraged by the City's further restriction of very limited parking on 8th and 9th streets in the hill section. We own more than 2 cars, and cannot park more than 2 on our property. So, especially on Wednesdays during street sweeping, our only option has been 8th street (since 9th street was taken away with the 2 hour restriction) – we have had numerous cases where we have not moved our car in time on Weds, only to have a nice \$50 contribution to the city's coffers. Now, our one spot that we had to park is being taken away.

In both cases (8th and 9th street), this restriction is inequitable, as residents of 8th and 9th streets and their guests can still park on Ardmore and Valley without a 2 hour restriction, yet residents along Valley (or just west of Valley just as us) and their guests now cannot park on 9th or now 8th because of the 2 hour restriction, and we are not afforded the opportunity to get a resident pass.

At a minimum, residents of the sand section (i.e., 1st through 9th streets between Highland and Valley) should be allowed to get residence permits to park on 8th and 9th, just as hill section residents are allowed to do. And as Kirk mentioned, where does the residency and 2 hour restriction stop? By imposing it on 9th, then 8th was more severely impacted. By now imposing it on 8th, the streets to the south will be more severely impacted, as the parking that could have been spread out on 8th and 9th will now all go south. So the residents of the southern streets will complain, and more 2 hour/resident parking restrictions will be placed.

Notwithstanding the high property values in the hill section, these are public streets, and they should be kept as public streets.

Sincerely,

Tim Chaikovsky

Tim Chaikovsky

Email tim@live-oak-investments.com

NOTICE TO RECIPIENT: THIS E-MAIL IS CONFIDENTIAL INFORMATION INTENDED ONLY FOR THE USE OF THE INTENDED RECIPIENT OF THE TRANSMISSION AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED. THE INFORMATION CONTAINED HEREIN MAY ALSO BE PROTECTED BY THE ELECTRONIC COMMUNICATIONS PRIVACY ACT, 18 USC SECTIONS 2510-2521. IF YOU RECEIVED THIS E-MAIL IN ERROR, ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS E-MAIL IS STRICTLY PROHIBITED. PLEASE NOTIFY US IMMEDIATELY OF THE ERROR BY RETURN E-MAIL AND PLEASE DELETE THIS MESSAGE FROM YOUR SYSTEM. THANK YOU IN ADVANCE FOR YOUR COOPERATION.

Erik Zandvliet

From: NATHANIEL HUBBARD <natehubz@me.com>
Sent: Friday, February 06, 2015 11:38 AM
To: Erik Zandvliet
Cc: Laurie B. Jester
Subject: Re: Parking on Ardmore at night- Lot 8, Valley-Ardmore

That would be terrific. Extending the hours to 11pm would solve the problem. I picked 11pm because non-permit holders would park at 10pm knowing that they would have a free hour till 11pm. I will poll residents of Ardmore...thanks Nate Hubbard

On Feb 4, 2015, at 6:55 PM, Erik Zandvliet <ezandvliet@citymb.info> wrote:

Mr. Hubbard,

As Laurie mentioned, I am planning to take a review of the Downtown Residential Override Program to the Parking and Public Improvements Commission on March 26. We can certainly include a discussion on the parking restriction hours if extending those hours would be beneficial to the residents. I will keep you posted.

Erik Zandvliet

From: Laurie B. Jester
Sent: Wednesday, February 04, 2015 2:52 PM
To: 'NATHANIEL HUBBARD'; List - City Council; Mark Danaj; Joan S. Jenkins; Eve R. Irvine; Tim Hageman; Andrew Harrod
Cc: Marisa Lundstedt; Erik Zandvliet
Subject: RE: Parking on Ardmore at night- Lot 8, Valley-Ardmore

Hi Nate-

Unfortunately Lot 8 is not totally under the control of the City. The California Coastal Commission issued the permit for this lot and included restrictions that the City can not override, including no overnight parking. Most of your neighborhood has residential parking permits (west of Fisher Avenue only) with the 2 hour parking restriction up to 8PM. This was established by the City Council, with review through the PPIC.

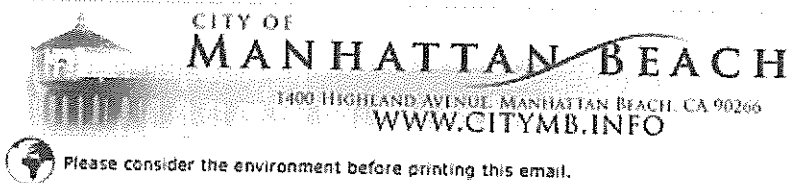
Our City Traffic Engineer, Erik Zandvliet could talk to you and your neighborhood about options. The PPIC is already scheduled to discuss the residential override parking program in another area in March. I copied Erik on this e-mail and his number is 802-5522.

I know that parking can be difficult with older homes with smaller or fewer garages. And if your garages are anything like mine, there are too many bikes and boxes and too few cars!

Take care

Laurie

Laurie B. Jester
Planning Manager
P: (310) 802-5510
E: ljester@citymb.info



From: NATHANIEL HUBBARD [<mailto:natehubz@me.com>]
Sent: Wednesday, February 04, 2015 2:17 PM
To: List - City Council; Mark Danaj; Laurie B. Jester; Joan S. Jenkins; Eve R. Irvine; Tim Hageman; Andrew Harrod
Subject: Parking on Ardmore at night

Many of you remember that 4 years ago, we residents were given the privilege of buying daytime parking passes. This was to relieve our parking issues from Metlox and other downtown workers leaving us no daytime parking. This solution has worked well until the last few months. The parking pass ends at 8pm and due to the revitalization of downtown restaurants, (Love & Salt & Nicks) we're again feeling the squeeze of returning home with no close parking except in Parking Lot 8 (which runs across the length of Ardmore between Manhattan Beach Blvd and 15st. Unfortunately there is an overnight ban from parking in this lot and our neighborhood has complained about this problem to me (for some reason).

My solution would be to allow our residents displaying our parking tags to be allowed to park overnight with out being ticketed

Best Nate Hubbard
1300 N. Ardmore Ave
MB

Erik Zandvliet

From: Sheehan, Christopher <Chris.Sheehan@colliers.com>
Sent: Wednesday, February 18, 2015 9:37 PM
To: Erik Zandvliet
Cc: Mattox, Simon (Simon.Mattox@marcusmillichap.com)
Subject: 809 Valley, Manhattan Beach

Erik,

I own the property at 809 Valley and my tenant brought to my attention the new parking limitations east of Ardmere. I was born and raised in Manhattan Beach and lived at 809 Valley for 6 years, and still currently live in Manhattan Beach, so I am very familiar with the city and with the parking limitations along Valley/Ardmore in the sand section.

It is critical for the convenience of my current tenant and future tenants to have flexibility on where they are able to park around the property. Not having the ability to park east of Ardmere could definitely impact the desirability of my property and that of other property owners and hence, impact the amount of rent that we are able to achieve further impacting the value of our properties.

If there is anything that I can do to influence the decision of the city to allow parking permits or a similar accommodation, please let me know what I can do to support that initiative.

I would appreciate your feedback.

Regards,

Chris Sheehan
2516 Palm Avenue
Manhattan Beach

*****Please note – WE HAVE MOVED!!!! My new office address and direct phone and fax numbers have changed, everything else is the same.*****

Christopher J. Sheehan, SIOR
Senior Vice President | License No. 01202469
Dir +1 310 321 1831 | Mob +1 562 688 8502
Main +1 310 787 1000 | **Fax +1 310 321 1931**
chris.sheehan@colliers.com

[Team Website](#)

Linked In profile

Colliers International
2121 Rosecrans Avenue | El Segundo, CA 90245 | USA
www.colliers.com



View the current issue of *Knowledge Leader*.



Erik Zandvliet

From: Erik Zandvliet
Sent: Monday, February 23, 2015 5:56 PM
To: Nhung Madrid
Subject: RE: Phone message from Susan Klevens

Thanks,

I called her back and explained we are bringing the residential override program to the PPIC to review the policy and invited her to participate in the discussion.

Erik

From: Nhung Madrid
Sent: Wednesday, February 18, 2015 2:37 PM
To: Erik Zandvliet
Subject: Phone message from Susan Klevens


Hi Erik,

Can you please contact Ms. Klevens. She lives at 820 Highview and she has concerns regarding the DTMP permit program. Her street block was denied permits and she is upset that all of the surrounding streets have been approved except hers.

Thank you,
Nhung

Nhung Madrid
Community Development Senior Management Analyst
P: (310) 802-5540
E: nmadrid@citymb.info



 Please consider the environment before printing this email.

March 26, 6:30pm MB City Hall

NO PARKING for Walk Street Residents!

If you haven't noticed the street parking is becoming quite limited due to "Resident Permit Parking". What started as a pilot program to revamp the downtown area and alleviate downtown parking congestion for "Residents" between Ardmore and Pacific, has now become a major parking problem for the sand section "Residents", as the nearby street parking is gradually being taken away. It is pushing downtown parking to Ardmore/Valley and below, thus impacting parking for residents who live on or below those streets. Residents who live west of Ardmore can only park on **8th, 9th, and 10th Streets** in the hill section for **2 hours**. As "Residents" of the "**Sand Section**" and not the "Hill Section", Aka across the greenbelt, **we are not issued** "Resident" parking passes.

NOW—is the time *to voice your opinion* before your friends, children and relatives are walking from Sepulveda. If this sounds crazy, look at the map(back side) A petition to the city to change the current resident parking will be circulated through your neighborhood soon.

SIGN THE PETITION TO CHANGE THE PARKING-
EMAIL Erick Zandviet -ezandviet@citymb.info
ATTEND the March 26 meeting at City Hall



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Judith Kredatus	913 N. Valley Dr.	2/20/2015
2.		KAREN DARLING	444 9th Street	2/20/2015
3.		STEPHANIE RESEY	821 N VALLEY DR	2/22/2015
4.		Julie Schwachenwald	817 N Valley Dr	2/22/15
5.		Chris Schwachenwald	817 N. Valley Dr	2-22-15
6.		DEVON GALUSHA	432 9th St	2/22/15
7.		GRETCHEN KLASIK	430 - 9th St	2/22/15
8.		DAVID BROW	421 9th St.	2/22/15
9.		Donna Flood	421 9th St	2/22/15
10.		Tom Ashcraft	408 9th St	2/22/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 Date in Manhattan Beach, California.

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Mike Harman	404 9th St.	2/22/15
	Paul White	400 9th	2/22/15
	STEPHEN BRASKIN	341 9TH ST.	2/22/15
	SEAN GASS	340 9th St	2/23/15
	Jill Polinec	336 9th St	2/22/15
	L. Joseph Palmer	330 9th St	2/22/15
	Michael Theodore	332 9th	2/22/15
	Shelley Theodore	332 9th St.	2/22/15
	Monnie Volkmil	333, 9th St.	2/22/15
	DIANA FAIR	909 N VALLEY	2/22/15
	ALEXY COUGHLIN	437 NINTH ST.	2/23/15
	Mipaul Kalaydas	917 Valley St	2/23/15
	Keenan Stalling	425 10th	2/23/15
	C.J. deVILLAC	421 10th 10266	2/23/15
	Sabrina Severino Marchetti	332 10th Street	2/23/15
	Marin Saucedo	325 10th St	2/23/15
	Edna Davis	317 10th St.	2/23/15
	M. Chamberlain	320 9th St	2/23/15
	Sandra Wick	329 9th St	2/23/15
	Julia Birke	429 9th St	2/23/15
	Tim Chalkley	429 9th St.	2/23/15
	Linda Schack	433 9th St	2/23/15
	Kevin Kinsman	433 9th St	2/23/15
	Steve Stephens	416 8th St	2/23/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on 3/10/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents.** Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	LAURIE EDDLESTON	421 7TH ST	2-24-15
2.	P. Kokul	440 9th St.	2-24-15
3.	Matt Smith	424 9th St.	2-24-15
4.	Susan J Greshkovics	324 9th St.	2-25-15
5.	Monica Tucker	324 10th St	02/25/15
6.	Delany Holt	316 10 th St	2/25/15
7.	DON CARPENTER	321 10 th St.	2/25/15
8.	MARY KAY CARPENTER	321 10 th St	2/25/15
9.	Jenny Brearton	432 10th Street	2/25/15
10.	DAVID DENNY	328 10th St	2/25/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Derek Holman	341 10th St	2-25-15
	Christina Holman	341 10th St	2/25/15
	Pat Grayson	409 10th St.	2/25/15
	William Vriack	412 10th St.	2/25/15
	Carolyn Sweeney	412 10th St	2/25/15
	Lisa Kohovs	416 10th St.	2/25/15
	W Heffner	424 10th St	2/25/15
	SARAH KHOPEL	435 10th Street	2/25/15
	Kathryn Wallace	310-3401-4271	2/04/15
	Rose C. Peters	441 8th St.	3/4/2015
	Allen C. Peters	441 8th St.	3/4/2015
	GREG ZEBROWSKI	437 8th St.	3/4/2015
	Greg Zebrowski	433 8th St	3/4/2015
	Nick Fermin	440 8th St	3/4/15
	Ann Kuhns	425 8th St	3/4/15
	Judy Campbell	424-8th St.	3/4/15
	Nan Karnes	450 8th St.	3/4/15
	Angela Dulbross	417 8th St. MB	3/4/15
	Michael Burca	408 8th St. M.B.	3/4/15
	LISA Silver	404 8th St. MB	3/4/15
	Kathy Crawford	340 8th St. MB	3/4/15
	LISA M. TAUS	332 8th St MB	3/4/15
	Ann Lopez	333 8th St MB	3-4-15
	Josh Va Taus	332 8th St MB	3-4-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact

Executed on

3/12/2015

Date

in Manhattan Beach, California.



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to **obtain permits** or **other means to park on restricted streets** or **remove the parking restriction completely to restore parking for all residents**. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARWING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.




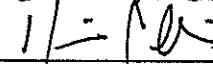

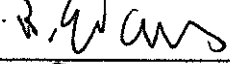
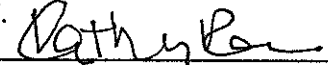

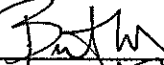



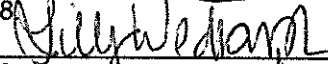

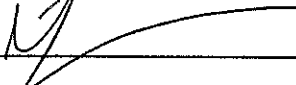
	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Sumei Yee	321 9th St. ^{MB, CA} 90266	2/24/15
2.		Gene Yee	321 9th St, 90266	3/4/15
3.		Annemarie Buchta	403 8th St. MB 90266	3/8/15
4.		Rick Buchta	403 8th St. MB 90266	3/8/15
5.		LISA Silver	404 8th St. MB 90266	3/8/15
6.		Rick Silver	404 8th St. MB 90266	3/8/15
7.		Steve Moore	429 8th St ^{MB, CA} 90266	3/8/15
8.		Jean C. Taylor	417 8th St MBCH	3/8/15
9.		Jamie Wood	225-10th St.	3-10-15
10.		Shandi Chesney	1000 Highland Ave	3-10-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Executed on 3/12/2015 in Manhattan Beach, California.
Signed by Contact Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	MIKE PODANY	718 HIGHLAND AVE	3/10/15
	Jeff Collins	708 Highland Ave	3/10/15
	SUSIE KIM	305 7th St.	3/10/15
	Kevin Collins	317 7th St	3/10/15
Michelle Collins		317 7th St	3/10/15
	R. EVANS	325 7th St	3/10/15
	K. Rowland	332 7th St	3/10/15
Heidi Weber	H. Weber	333 7th St.	3/10/15
	R. Weber	333 7th St.	3/10/15
	B. Morgan	336 7th St	3/10/15
	M. Alvarez	337 7th St	3/10/15
Melanie Williams	Melanie Williams	400 7th St.	3/10/15
Theresa Johnson	Theresa Johnson	405 7th St	3/10/15
KATHLEEN M Clark	KATHLEEN M. CLARK	417 7th St	3/10/15
Audrey Judson	Audrey Judson	416 7th St	3/10/15
	JEFF DRANDELL	416 7th St	3-10-15
	KERY WEDDOW	432 8th St.	3-10-15
	Lillian Weddow	432 8th St.	3-10-15
	GARY WEDDOW	432 8th St.	3-10-15
	Matt Wilson	412 8th St	3-10-15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

 Executed on 3/12/2015 in Manhattan Beach, California.
Signed by Contact Date



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach including the sand section to obtain permits or other means to park on restricted streets or remove the parking restriction completely to restore parking for all residents. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking. The hours should be changed to 9am to 4pm to accommodate movement of cars for street sweeping.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Jany Watson	328 8th ST	3/4/2015
	Kasey Moberman	" " "	3/4/2015
	Jody Watson	" " "	3/4/2015
	Susan Harry	428 9th Street	3/4/2015
	Mike Harry	428 9th Street	3/4/15
6.			
7.			
8.			
9.			
10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

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We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: Karen Darling DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	Evelyn Sanchez	903 Highland	3/10/15
	Matt Loyd	905 Highland ave apt C	3/10/15
	JAMIE WILCOX	903 HIGHLAND APT D	3/10/15
	Brooks Mensinger	905 Highland Ave D	3/10/15
	Meredith McCallister	903 Highland Ave #A	3/10/15
	ALLISON FIORISI	900 Highland #C	3/10/15
	JOAN ZISK	820 Highland Ave	3-10-15
	Jimmy Messer	805 Crest Dr.	3/10/15
	ALEXA ALTAMURA	722 Altamura	03/10/15
	GIOVANNI ALTAMURA	720 Altamura	03/10/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Karen Darling Executed on 3/12/2015 in Manhattan Beach, California.
Signed by Contact Date



City of Manhattan Beach General Petition Form

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We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 4060805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Rob Slanchik	416 8th Street	2/23/15
2.	Walker Tobin	416 8th Street	2/23/15
3.	Brian Richwien	416 8th Street	2/23/15
4.	DAVID DOLLAR	409 8th Street	2/23/15
5.	JERI GOSCH	409 8th St	2/23/15
6.	Pam Gosch	409 8th St	2/23/15
7.	Andrew Gosch	409 8th st	2/26/15
8.	John Stiegler	229 8th St	3/10/15
9.	Stephanie Stiegler	229 1/2 8th St	3/10/15
10.	Cathy LeFebvre	229 1/2 8th St	3/10/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



P

City of Manhattan Beach General Petition Form

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We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: Karen Dawson DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 4060805

NOTE: Only one responsible signature per residence is required.

	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.		Stephen Schroeder	520 7th St.	3/11/15
2.		Katie David	500 7th St.	3/10/15
3.		Jackson Snyder	401 4th Street	3/11/15
4.		Bill Koreman	440 2th Street	3/11/15
5.		Shana Kish	425 5th Street	3/11/15
6.		Dana Wall	433 7th St	3/11/15
7.		Tom Sweeney	428 7th St	3/11/15
8.		Emily Rice	425 7th Street	3/11/15
9.		TOM DOMINESEY	440 7th St. M.B.	3-11-2015
10.		Wendy Pitts	516 7th St MB	3-11-15

I declare under penalty of perjury pursuant to the laws of the State of California, that the foregoing is true and correct.

Signed by Contact Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

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We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARLING DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0805

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. <u>Michael Klein</u>	<u>MICHAEL KLEIN</u>	<u>412 7th</u>	<u>3/11/15</u>
2.			
3.			
4.			
5.			
6.			
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9.			
10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

[Signature]
Signed by Contact

Executed on 3/12/2015 in Manhattan Beach, California.
Date



City of Manhattan Beach General Petition Form

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We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: KAREN DARWIN DAYTIME PHONE NO: 310 809-7502

ALTERNATE CONTACT: Sumei Yee DAYTIME PHONE NO: 310 406-0802

NOTE: Only one responsible signature per residence is required.

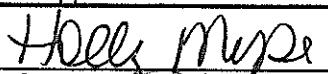


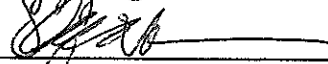
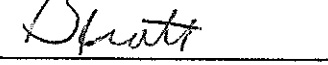
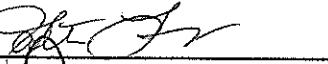


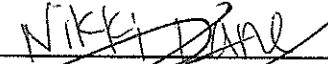

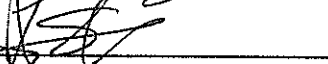
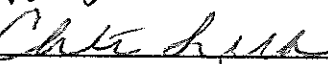
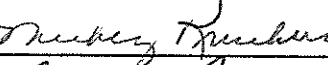

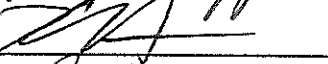
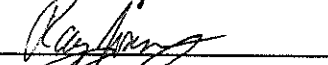

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
	DOUGLAS LARMEN	417 9th St, M.B.	3/11/15
	DEANNA TATUM	401 8th St. MB	3/11/15
	RICHIE TATUM	401 8th St MB	3/11/15
	LILA TATUM	401 8th St. MB	3/11/15
	CONNER TATUM	401 8th St MB	3/11/15

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

Executed on 3/12/2015 in Manhattan Beach, California.
Signed by Contact Date

General Petition to Revise the Downtown Residential Parking Override Program

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Holly Messer	805 Crest Dr, MB 90266	3-11-15
2. 	Denise Mazzotta	649 33rd MB 90266	3/11/15
3. 	Peggy Johnston	217 3rd St MB 90266	3/11/15
4. 	DENNIS MOLOONEY	1408 THE STRAND MB	3/11/15
5. 	Brigitte Pratt	555 21st St MB	3/11/15
6. 	Patti Riley	564-33rd St MB	3/11/15
7. 	Amy Divarolo	578 27th St. MB	3/11/15
8. 	Nicole Peters	201 N. Pomsetta mp	3/11/15.
9. 	Nikki Lane	213 19th St. MB	3/11/15
10. 	Luis Garcia	382E THE STRAND MB	3-11-15
11. 	Ann Shumko	124 8th St	3-1-15
12. 	Christina Schlank	445 35th St.	3-11/15
13. 	MICKEY KNICKERBOCKER	590 31st St.	3/11/15
14. 	BARBI PAPPAS	124 34th St, MB	3/11/15
15. 	Kevin Pratt	555 21st St MB	3/11/15
16. 	Ray Joseph	228 6th St MB	3/12/15
17. 	Dana Lupton	807 crest Dr. MB	3/12/15
18.			
19.			
20.			
21.			
22.			
23.			
24.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.


Signed by Contact

Executed on 3-11-15 in Manhattan Beach, California.
Date

HLB-1/15



City of Manhattan Beach General Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to revise the Downtown Residential Parking Override Program policy to allow residents living near Downtown Manhattan Beach to obtain permits or other means to park on restricted streets. Many streets surrounding the Downtown area have little or no street parking, and we rely on public parking spaces on other streets within the vicinity for our livelihood and welfare. Many of our homes were built prior to current parking code requirements and do not have sufficient off-street parking.

We attest that each undersigned person is 18 years or older and is a responsible owner or resident at the named address.

The designated contact person(s) for this petition are:

CONTACT PERSON: _____ DAYTIME PHONE NO: _____

ALTERNATE CONTACT: _____ DAYTIME PHONE NO: _____

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	Greg Zdrorowski	437 8th St	3/3/15
2.			
3.			
4.			
5.			
6.			
7.			
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10.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

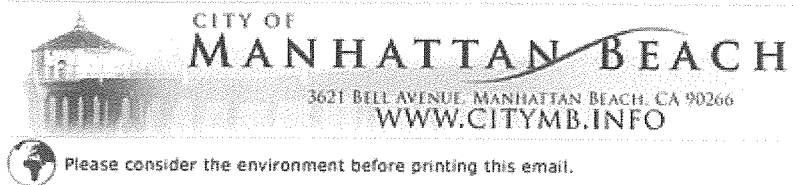
Signed by Contact Executed on _____ Date in Manhattan Beach, California.

On 3/30/2015 10:46 AM, Erik Zandvliet wrote:

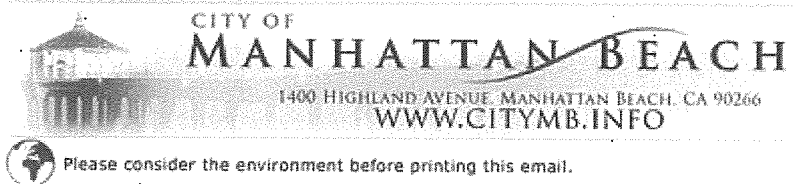
Hello Kirk,

The Sand section had a huge written response that was given to the Commissioners. I am working on a balanced permanent solution to the permit program. In the interim, the signs on 8th Street will remain bagged for a little while until a temporary permit plan is in place, then the bags will be removed. I will be sending out a notice to residents both inside and outside the posted zone to explain how temporary permits may be obtained to park on the posted streets. The details still need to be worked out, but the temporary permits will be good until a permanent solution is in place. We are bringing potential Program revisions back to the Commission at the May meeting. From there, the Commission's recommendations will go to the City Council for approval. Stay tuned!

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



Erik Zandvliet
Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Kirk Rogers [<mailto:kirk@icapsolutions.com>]
Sent: Friday, March 27, 2015 12:08 PM
To: Erik Zandvliet
Subject: Re: Parking petition

Hi Erik, I was in the audience and stayed for the entire meeting. Thanks for doing such a good job under pressure, it looked like most if not all of the details were documented and on the table. I thought you were going to have a much larger audience based on the petitions and general concern so I was disappointed (sort of) to see only a few sand section neighbors in attendance. Most of the audience was from the hill section clearly wanting to defend the program and their streets, and I agree. By the lack of sand section attendance, you should be able to

conclude they really don't care all that much so long as they see the program either terminated or they get their permits, the latter being the easiest and most logical.

I agree and side with the program as a whole, provided we (any and all residents who request) are allowed to obtain permits and share the parking privileges. It sounds like this is what is going to happen just as you hinted to me some weeks ago, thank you! And if/when the permits are granted, it doesn't really make sense to keep the 8th street signs on the signs, they can most likely be removed which would make the 8th street hill section folks very happy. It doesn't sound like we'll get our signs installed on our section of petitioned block segment of Valley between 8th pl and 7th pl ??, I guess the program is officially on hold. That's the only real disappointing outcome of the meeting for myself and my immediate neighbors. Again, Valley and Ardmore are now the default overflow parking lot for all of downtown which is why we end up having to lean on the hill section for our additional parking needs, a kind of catch 22.

If I may add a few bold suggestions (if i were president for a day, ha ha ha):

1) The program needs to expand to adhere to the very title of the program itself - "Downtown Residential Override Parking Program".

a) "Downtown" - The program doesn't actually include downtown, rather it is a smaller "hand picked" section most likely based on the reaction to the complaints of those most affected. It needs to expand to include as much of downtown that can be legally included, get the Coastal Commission to buy in. Invite the CC to a late morning round of golf and buy them beers afterward, have a laugh or two ... It works in every other business.

b) "Residential" - It isn't residential at all, it is in fact "Ownership" given that only those on the requested streets are considered ... the very thing that I was told WE DONT OWN.

So the program as it stands now should read "Hand Picked Ownership Override Parking Program".

2) The program needs only to be modified in its verbiage to include ALL MB residents (as suggested by the one council member). This one addendum would satisfy 90% of immediate problem and allow everyone from the sand section and hill section to step back and take a sigh of relief. The signs can be removed and no one would have any real reason to complain as the sand section neighbors very rarely rely on hill section parking.

3) Valley and Ardmore, the stretch from MB Blvd south to 6th st should SERIOUSLY be considered to have the signs posted by default, as it is (without any argument from anyone) the default overflow parking and is causing all of the sand section and Valley residents to look up the hill for additional parking.

Think about it for a moment:

a) Sand section folks are asking for permits and will get them.

b) Valley folks are asking for the privileged parking right in front of their homes.

c) The Ardmore folks don't need additional parking at all as most of those homes have long driveways and garages, they could care less. That would open up parking for the sand section and they wouldn't have to go up the hill any more.

c) The hill section folks aren't pointing the fingers at any of us as their concern is

strictly the overflow merchant/employee and local day labor traffic. Posting signs on Valley Ardmore makes complete sense, satisfying the sand section needs without impacting anyone, avoids construction of the suggested greenbelt into a parking lot (costing a lot of money and stripping the city of one of its beautiful attributes), and allowing the city to then concentrate on the bigger more pressing issue of how to control and handle the merchant traffic and needs.

4) This one is a bit tricky but I want to throw it out there anyway - Stop asking the neighborhoods for their buy in to this program. Whether or not any one knows it, providing "priority parking privileges to MB residents" should and can be a no-brainer! In fact, the program should be retitled to simply: "Manhattan Beach Residential Priority Parking Program" and the signs should go up in most if not all of downtown. Thats how other cities handle it ... do you think everyone in Hermosa petitioned block by block? No. Laguna? No. Long Beach? No. Those cities knew better and posted the signs where it logistically made sense, and most of the residents needs were satisfied.

I'm suggesting all of this from what I was hearing from so many of our sand section neighbors, the base of many complaints were "parking on valley and ardmore is awful so we need ...". No one bothered to put 2 and 2 together, to stand up and suggested the obvious - just put the signs up on Valley and Ardmore and allow us to obtain permits. I guess I should have made the shout out but the council had enough on their plate to deal with.

Anyway, thanks again for taking charge of this mess and I hope we can get this resolved and move on.

Kirk Rogers
805 N Valley Dr
(Still having to lean on hill section parking instead of using what is right in front of my own home, what a bummer)

On 3/9/2015 12:11 PM, Erik Zandvliet wrote:

Thank you Kirk for dropping off the petition this morning.
I will notify the neighborhood of the upcoming Parking and Public Improvements Commission report.

Erik

Erik Zandvliet

From: kristen zukley <creativechops@yahoo.com>
Sent: Friday, March 27, 2015 12:35 PM
To: Erik Zandvliet
Subject: Parking

Hi Eric,

I write on behalf of myself, my husband, and mother in law, who have all been long time residents of Manhattan Beach, (50+ years). I am writing to share my concern re: Restricted Hill Section Parking. I know there is already restricted parking on hill section streets such as 12, 13, 14th Streets. If this were to become a reality in the area further south of Manhattan Beach Blvd., would residents be able to obtain passes to park in these areas? not only for themselves, but for visitors?

Some concerns to consider:

To a certain extent, the livelihood of downtown businesses rely on hill section parking not only for customers, but for employees to park/shop for an extended period of time without having to pay a meter. Also, if the meters have a two hour time limit those persons run into a problem. They cannot very well run out to re-pay the meter during their work shift. In addition, if the tires are marked with chalk, they will receive a ticket, even if they did repay the meter, because they were in excess of the two hour limit.

The other concern, of course, is for residents who use the surrounding hill area to park when there is street sweeping or they may have guests over to visit.

I understand that hill section residents may be "for" this idea of restricted parking, but would ask you to take some of the aforementioned points into consideration. Also, if there is an issue with a car being parked too long in the hill section, residents could and should call parking enforcement to get the car tagged to be removed within 72 hours.

I oppose the idea of restricted parking, but if it were to become a reality, perhaps a compromise of some sort could be reached with all residents in the general area.

Thanks for your consideration in this matter.

Sincerely,

Kristen Zukley-Morgan 

"I find the great thing in this world is, not so much where we stand, as in what direction we are moving."
-GOETHE

Website:

<http://students.pepperdine.edu/kzukley/Action%20Research%20Project.htm>

Erik Zandvliet

From: Colleen Lambert <clambert621@gmail.com>
Sent: Friday, March 27, 2015 8:57 AM
To: Erik Zandvliet
Cc: Jeff Lambert; Mary Ann Griffiths; Barry Griffiths
Subject: 8th Street Parking Moratorium

Importance: High

Good Morning Eric,

My husband and I are residents on 8th Street and are following up on last night's meeting. As you know, we followed the law to the letter, got more than the required 66% approval from our street and 2 hour parking signs were installed. We finally had some peace and quiet on our street, until the signs were bagged on March 11th. We're back to living on a chaotic street (more of a parking lot) and believe most of the cars are non-residents. My office overlooks 8th Street, so can see people park. A lot are restaurant workers....they're in uniform, so hard to miss. We also have a few cars that sit on the street and don't move for about a week. Would be curious to know how much revenue the city received with the parking tickets that were issued in the short time the signs were displayed. If you go through the records, you'll find a few cars that had 2 or 3 tickets because the owners parked them for over a week.

We understand you've received vehement complaints from the walk streets and a petition was signed. We could go back and forth with different arguments, but guessing you're going to listen to the majority and try and satisfy most residents to the best of your ability. We can't speak for all 8th residents, but guessing most won't have an issue with MB residents parking on our street. My husband and I favor the idea of unbagging the signs and allowing walk-street residents the option of purchasing a temporary pass until the issue is resolved. We believe this option will make the majority of residents happy and is a fair solution to the issue at hand. If you decide our street is going to remain bagged, then we think **ALL** 2 hour parking (residents exempted) signs should be covered as well. Why should 1 street be punished when we simply followed procedure? As Barry Griffiths mentioned last night, we have 2 elderly women on our street and it's impossible for their caregivers to park remotely close to their homes. One of the women, Doreen, who's 92 actually attended the meeting last night. She's not very mobile, so did not speak, but clapped after each 8th Street resident spoke. The point is, parking is such an issue on our street, she had a caregiver bring her to the meeting and did not leave until 8:50pm.

We realize we live at the beach and parking always has been and will be an issue, but tax paying residents should be given a priority. We liked the council member's idea of the MB sticker being distributed, then any resident can park anywhere in the city. Also agree with Yvonne Stevens suggestion of charging the developer or homeowner and issuing the contractors temporary parking passes. The city may also want to consider charging residents for a temporary day pass for a particular party or event. West LA and West Hollywood charge, it used to be \$1.00 per pass. It's simply added revenue. Does the city currently have day passes? I inquired about it when I purchased our resident parking passes and was told such a thing does not exist.

Please feel free to contact me via email or at _____ if you have any questions. I'm happy to sit down with you to discuss and strategize about what to do with the current parking issues. I think the city could add a lot of additional revenue, while satisfying most of the MB residents.

kindest regards,

Colleen & Jeff Lambert
621 8th Street
Manhattan Beach, CA 90266

Erik Zandvliet

From: Bill Krizman <b_krizman@yahoo.com>
Sent: Friday, March 27, 2015 4:35 PM
To: Erik Zandvliet
Subject: Re: Downtown Residential Override Parking Program

Thank you Erik. My first question ...

The two houses on the NE and SE corner of Fisher and 12th ... I know for a fact one has a Fisher address because I own it, but not sure about the other one. And also the houses on the NW and SW corners of 12th and Highview. In my mind they are on the block and should be eligible to sign the petition and receive permits. Will they indeed be considered to be in the block even if they have Fisher or Highview street addresses?

Thanks.

Bill Krizman

From: Erik Zandvliet <ezandvliet@citymb.info>
To: 'Bill Krizman' <b_krizman@yahoo.com>
Sent: Friday, March 27, 2015 12:27 PM
Subject: RE: Downtown Residential Override Parking Program

Bill,
The Commission did not give me any direction to stop approving new parking zones. So you can submit your petition for 12th Street between Fisher Avenue and Highview Avenue. If any revisions are made to the Program that affect the posted streets, those revisions would then apply to your street section too.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info

Erik Zandvliet

Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info

From: Bill Krizman [mailto:b_krizman@yahoo.com]
Sent: Friday, March 27, 2015 8:24 AM
To: Erik Zandvliet
Subject: Downtown Residential Override Parking Program

Erik,

I was in attendance at last night's commission meeting where this was discussed.

My intent is to gather the required signatures to turn 12th Street, between Fisher and Highview, into the 2 hour parking program. My question is simple. Will the request be honored, as per the procedure and document, or will it be turned down off hand because of the issues raised from the 8th Street implementation? Will I be wasting my time to try to implement the program on a new street?

Thank you.

Bill Krizman
613 12th Street MB

Erik Zandvliet

From: Kirk Rogers <kirk@icapsolutions.com>
Sent: Friday, March 27, 2015 12:08 PM
To: Erik Zandvliet
Subject: Re: Parking petition

Hi Erik, I was in the audience and stayed for the entire meeting. Thanks for doing such a good job under pressure, it looked like most if not all of the details were documented and on the table. I thought you were going to have a much larger audience based on the petitions and general concern so I was disappointed (sort of) to see only a few sand section neighbors in attendance. Most of the audience was from the hill section clearly wanting to defend the program and their streets, and I agree. By the lack of sand section attendance, you should be able to conclude they really don't care all that much so long as they see the program either terminated or they get their permits, the latter being the easiest and most logical.

I agree and side with the program as a whole, provided we (any and all residents who request) are allowed to obtain permits and share the parking privileges. It sounds like this is what is going to happen just as you hinted to me some weeks ago, thank you! And if/when the permits are granted, it doesn't really make sense to keep the 8th street bags on the signs, they can most likely be removed which would make the 8th street hill section folks very happy. It doesn't sound like we'll get our signs installed on our section of petitioned block segment of Valley between 8th pl and 7th pl ??, I guess the program is officially on hold. That's the only real disappointing outcome of the meeting for myself and my immediate neighbors. Again, Valley and Ardmore are now the default overflow parking lot for all of downtown which is why we end up having to lean on the hill section for our additional parking needs, a kind of catch 22.

If I may add a few bold suggestions (if i were president for a day, ha ha ha):

- 1) The program needs to expand to adhere to the very title of the program itself - "Downtown Residential Override Parking Program".
 - a) "Downtown" - The program doesn't actually include downtown, rather it is a smaller "hand picked" section most likely based on the reaction to the complaints of those most affected. It needs to expand to include as much of downtown that can be legally included, get the Coastal Commission to buy in. Invite the CC to a late morning round of golf and buy them beers afterward, have a laugh or two ... It works in every other business.
 - b) "Residential" - It isn't residential at all, it is in fact "Ownership" given that only those on the requested streets are considered ... the very thing that I was told WE DONT OWN.
So the program as it stands now should read "Hand Picked Ownership Override Parking Program".
- 2) The program needs only to be modified in its verbiage to include ALL MB residents (as suggested by the one council member). This one addendum would satisfy 90% of immediate problem and allow everyone from the sand section and hill section to step back and take a sigh of relief. The bags can be removed and no one would have any real reason to complain as the sand section neighbors very rarely rely on hill section parking.
- 3) Valley and Ardmore, the stretch from MB Blvd south to 6th st should SERIOUSLY be considered to have the signs posted by default, as it is (without any argument from anyone) the default overflow parking and is causing all of the sand section and Valley residents to look up the hill for additional parking.
Think about it for a moment:
 - a) Sand section folks are asking for permits and will get them.
 - b) Valley folks are asking for the privileged parking right in front of their homes.

c) The Ardmore folks dont need addition parking at all as most of those homes have long driveways and garages, they could care less. That would open up parking for the sand section and they wouldn't have to go up the hill any more.

c) The hill section folks aren't pointing the fingers at any of us as their concern is strictly the overflow merchant/employee and local day labor traffic.

Posting signs on Valley Ardmore makes complete sense, satisfying the sand section needs without impacting anyone, avoids construction of the suggested greenbelt into a parking lot (costing a lot of money and stripping the city of one of its beautiful attributes), and allowing the city to then concentrate on the bigger more pressing issue of how to control and handle the merchant traffic and needs.

4) This one is a bit tricky but I want to throw it out there anyway - Stop asking the neighborhoods for their buy in to this program. Whether or not any one knows it, providing "priority parking privileges to MB residents" should and can be a no-brainer! In fact, the program should be retitled to simply: "Manhattan Beach Residential Priority Parking Program" and the signs should go up in most if not all of downtown. Thats how other cities handle it ... do you think everyone in Hermosa petitioned block by block? No. Laguna? No. Long Beach? No. Those cities knew better and posted the signs where it logistically made sense, and most of the residents needs were satisfied.

I'm suggesting all of this from what I was hearing from so many of our sand section neighbors, the base of many complaints were "parking on valley and ardmore is awful so we need ...". No one bothered to put 2 and 2 together, to stand up and suggested the obvious - just put the signs up on Valley and Ardmore and allow us to obtain permits. I guess I should have made the shout out but the council had enough on their plate to deal with.

Anyway, thanks again for taking charge of this mess and I hope we can get this resolved and move on.

Kirk Rogers

805 N Valley Dr

(Still having to lean on hill section parking instead of using what is right in front of my own home, what a bummer)

On 3/9/2015 12:11 PM, Erik Zandvliet wrote:

Thank you Kirk for dropping off the petition this morning.

I will notify the neighborhood of the upcoming Parking and Public Improvements Commission report.

Erik

Erik Zandvliet

Traffic Engineer

P: (310) 802-5522

Erik Zandvliet

From: Klevens Susan <susanklevens@verizon.net>
Sent: Saturday, March 28, 2015 9:27 PM
To: Erik Zandvliet
Subject: Fwd: Public Meeting of March 26 re: Override Parking Program

Begin forwarded message:

Subject: Public Meeting of March 26 re: Override Parking Program
From: Klevens Susan <susanklevens@verizon.net>
Date: March 28, 2015 at 3:53:10 PM PDT
Cc: Powell Wayne <wpowell@citymb.info>
To:

Hi Erik,

I attended the meeting of the Parking and Public Improvements Commission this past Wednesday, March 26. I want to thank you for succinctly presenting the issues that are of concern to the residents of both the Hill and Walk Street sections regarding the over parking in our neighborhoods.

I did not speak during the public comments period because those who did covered most of the important issues that many of us are experiencing. Unfortunately, there was no opportunity for the public to respond to the commissioners once they made their recommendations. Because of that, I am now taking this opportunity to comment on a couple of things that arose from their discussions.

We live at 820 Highview Avenue between Eighth and Ninth streets. Our block is the only block on Highview and the only block among the surrounding three streets of Eighth, Ninth, and Eleventh that does NOT have posted two hour parking signs. Needless to say our block is continually parked up starting, believe it or not, at 6:30 AM!

I just do not think this is fair or just and the rationale to leave it so mystifies me.

The commissioners agreed to continue "bagging" Eighth street and, within 8 hours of that decision, it was once again clogged with the Walk Street overflow of cars. So the pressure on our block is even more intense. The commissioners asked that more time be given to study possible alternatives, such as shuttling the workers to the downtown core from some site east of Sepulveda or possibly issuing an MB sticker for all residents which would allow them to park anywhere but exclude those who do not qualify to have one. Additional suggestions included creating parking areas in the green belt that would be restricted to residents only, or constructing a subterranean parking structure at the Von's site. What I did not get to ask is the time frame for making a decision and acting upon it. I and most of my neighbors do not want to be the only non-restricted public parking street in the lower Hill Section. And I do not think it is our responsibility to provide public parking for both our neighbors and workers.

I strongly advocate for relief from our totally parked up street! And, I request that some actual time frame for doing so is publicly stated so that we know when to expect that relief. If an extended time period will be

required to provide a permanent solution, bagging all of the signs in the area is a fairer temporary solution so that the burden of walk street and employee parking is shared among all who reside in this area.

Thank you for your prompt attention to this important problem.

Very truly yours,

Susan Klevens

From: beach brat [mailto:kdar90266@yahoo.com]
Sent: Thursday, April 16, 2015 10:34 AM
To: Erik Zandvliet
Cc: Sumei Yee; Simon Mattox; Audrey Judson; Stephanie Schroeder
Subject: Parking on the hill and walk streets

On Tuesday I came by your office and left a request for the next dates that the Parking Commission is going to meet. I also requested the emails of the three individuals who were at the public meeting on the parking commission. I have not heard back from you. I know you are busy but I need to see if we need to have another petition to give us back our residential parking like it has been for 50 years. I still feel that the walk street residents even though we presented a petition with over 150 signatures was not heard beyond the 30 or so hill section residents who were in attendance. I walked the streets today and I still see that the majority of people parking on 8th street and 6th street are not the commercial employees but the neighborhood builders, babysitters and gardeners who work for those residents. All of these cars leave by 5 pm when the residents come home from work. Even the construction people who are working on houses that they are building in the restricted parking on 9 10 and MB blvd are parking on 8th and 6th instead in front of the building they are working on. How ridiculous is that! The city has created this problem. After listening to the Commission it was apparent they dont live in the sand section and they are interested in getting more money for the city by putting up more restricted parking and making us get permits. I wonder how they would feel if they had restricted parking for their friends and family in front of their houses and paid the city to park in front of their houses with only 3 permits per house. Im sorry Im venting to you but you do have the power. As only one of them was willing to take a step back and stop everything now that its effecting the walk street residents. The city has pushed this restricted area to far into the residential streets. Not only are you effecting the residents but now the beach tourists that the commercial stores and restaurants rely on cant park in free residential parking. Once again I request that you come look at the streets especially between 5 to 7 they are pretty much clear and especially on the weekend. The commission wants a solution. Looking into Santa Monica, and Hollywood parking permits is ridiculous. We are a small residential town. *Taking on the Coastal commission is not the solution either. Since the meeting I am sure you have had less people complaining because you covered the signs on 8th. I agree with the lady on 8th who said cover 9th signs, It will allow more day parking and give the residents more parking.* Please send me the dates, this parking commission is meeting again and the names and emails of the individuals on the commission. I thought we were working together but after the meeting it was very apparent, you are looking for income for the city with permits and restricting more streets for ticketing. Thanks. Karen Darling

Erik Zandvliet

From: Ann <psseminar@yahoo.com>
Sent: Tuesday, March 24, 2015 8:52 AM
To: Erik Zandvliet
Subject: PUBLIC NOTICE-Downtown parking permits

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Ann Huttinger
509 7th Street
Sent from my iPad

Erik Zandvliet

From: John Huttinger <johnhuttinger@pacificunified.com>
Sent: Tuesday, March 24, 2015 9:35 AM
To: Erik Zandvliet
Subject: PUBLIC NOTICE-Downtown parking permits

Importance: High

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,

John Huttinger
509 7th Street
MB, CA 90266


Erik Zandvliet

From: Rama Katragadda <ramadkatragadda@yahoo.com>
Sent: Monday, March 23, 2015 1:07 PM
To: Erik Zandvliet
Subject: override parking permit program in downtoem area

To the parking and public improvements commission,
Dear Mr.Erik Zandvliet,

I live on the 12th street between fisher and highview sts.on the south side.parking is permitted only on the other side and even the no. of spaces are very limited.there are no drive way parking spaces for many of the houses and there are 2 apartment buildings and construction going on 4 houses on 12th.st.It poses a real hardship not being able to park around this area and we are not given any permits to park where as the families in the next block were given 3 permits each.I do not have a drive way to park.I am requesting you to look in to this matter and help us get permits.please help us the residents of this street in this matter.

Thank you very much,
Rama katragadda,
Choudary voleti

Rama D Katragadda 
310-798-5060
ramadkatragadda@yahoo.com

Erik Zandvliet

From: Tom Condon <tom_condon@capgroup.com>
Sent: Monday, March 16, 2015 12:06 PM
To: Erik Zandvliet
Subject: Permit Parking the Hill Section and Valley-Ardmore

I am not in favor of permit parking in the hill section of Manhattan Beach. Hermosa Beach has a lot of permit required parking and it causes me to avoid Hermosa Beach, including visiting friends, shops or attending parties or other events. If I want to have a gathering for an 8th grade graduation or other family event, it's already difficult enough to plan for guest parking so I don't look forward to making it worse.

Regards,

Tom Condon
508 7th Street

Erik Zandvliet

From: Deborah Ventura <debventura@verizon.net>
Sent: Saturday, March 14, 2015 1:34 PM
To: Erik Zandvliet
Subject: Parking for Walkstreet Residents

I would like to add my voice to the hundreds of other walk street residents and OBJECT to permit parking in the hills. The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. It will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Deborah and Joseph Ventura
341 7th Street

Erik Zandvliet

From: Laurie Phan <phan_laurie@yahoo.com>
Sent: Monday, March 23, 2015 10:14 AM
To: Erik Zandvliet
Subject: Re: downtown resident override parking program

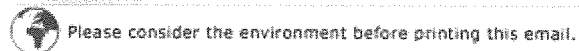
My only comment is that I am disappointed that residents are expected to pay for a pass to park in front of their own homes. We appreciate that parking is being monitored due to crowded beach conditions, but we've been paying taxes here for years and would love to see complementary passes available for residents.

Thank you so much,
Laurie

From: Erik Zandvliet <ezandvliet@citymb.info>
To: 'Laurie Phan' <phan_laurie@yahoo.com>
Sent: Monday, March 23, 2015 10:05 AM
Subject: RE: downtown resident override parking program

Yes, Ms. Phan, please send me any correspondence, and I will forward to the Parking and Public Improvements Commission.

Erik Zandvliet, T.E.
City Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



Erik Zandvliet

Traffic Engineer
P: (310) 802-5522
E: ezandvliet@citymb.info



From: Laurie Phan [mailto:phan_laurie@yahoo.com]
Sent: Tuesday, March 17, 2015 9:30 PM
To: Erik Zandvliet
Subject: downtown resident override parking program

Dear Mr. Zandvliet,

We received a notice about the override parking permit meeting and request for written comments. I'm assuming this is regarding the parking passes that residents purchase to override posted parking limits. Are you collecting these comments?

Thank you,
Laurie

Erik Zandvliet

From: Linda Schack <Linda@Lschack.com>
Sent: Tuesday, March 17, 2015 10:30 AM
To: Erik Zandvliet
Subject: Downtown resident override parking program

To: Erik Zandvliet
City Traffic Engineer

Dear Mr. Zandvliet:

I have been a Manhattan Beach resident since 1990. I live on a walk street near downtown. As you are aware, there is no parking available at all on the walk streets. This means that when we have guests, cars have to be parked to the east of Ardmore, or at a metered space. This has always been an inconvenience even before the hill section had resident only parking, but we accept this as part of beach living. However, now that there is already restricted parking on the hill, it is becoming a bigger problem. There are times when we have social events and extended family gatherings at our house. It is awful to have to have older people and families with small children have to walk such a long distance to get to our home. Sometimes they complain and I feel embarrassed for myself and the city that I live in. I can only imagine how bad it will get if more streets are permitted.

My personal preference would be to take all the permits off the streets, not add more.

Thank you,
Linda Schack

433 9th Street
Manhattan Beach
Linda@Lschack.com

Erik Zandvliet

From: Jim Burton <jburton@ecokai.com>
Sent: Thursday, March 19, 2015 3:22 PM
To: Nhung Madrid
Cc: Erik Zandvliet; List - PPIC; List - City Council
Subject: Parking and Public Improvements Commission Meeting March 26

Nhung,

I was able to read through the staff report you provided by Erik Zandvliet that is (post) dated March 26th, 2015. I have a few comments that I hope will be considered.

I am a 20+ year property owner and resident west of Valley / Ardmore on a Walkstreet (11th Street) in downtown. Obviously, as the downtown area has significantly changed over the last two decades, the on-street parking situation in the area around my house has gotten substantially worse. For example, purposely excluding the Metlox discussion, I can remember when Pete's, Jamba, and Noah's at MBB and Morningside was one establishment (the Beach Liquor store & 3 Apts) with ON-SITE parking. Now the this single lot has three high traffic retail stores, no on-site parking, and attracts many times more cars to downtown. These type of significant changes have had an adverse impact to on-street parking for those residents that live in (or in the immediate vicinity of) downtown.

When the Downtown Resident Override Parking Program (Program) was first implemented in 2010 I was informed that the project was a "Pilot Project" that would be evaluated over time and that those of us living west of Valley / Ardmore could not immediately participate due to existing Coastal Commission regulations. At the time, it was my understanding that the City did not want to approach the Coastal Commission with a proposed amendment to our Local Coastal Program (LCP) simply for a "Pilot Project". Now almost five years later it appears the Program has pasted the "Pilot" stage and residents west of Valley / Ardmore are expressing concern that recent significant Program changes were implemented without real consideration to their impact. In my opinions, the City is not looking at the whole picture. I would like to once again ask that the City consider including those of us west of Valley / Ardmore into the Program.

I recognize that any inclusion of residents west of Valley / Ardmore will require an amendment to our LCP but if we are going really make improvements to the parking situation in downtown and those areas immediately adjacent, we need to openly consider all options. The rules for the Program west of Valley would not necessarily even need to be exactly the same (e.g., Mira Costa Program is slightly different), but we should also be able to participate. Like our neighbor City to the south Hermosa Beach, and like most other beach Cities in California, let's not fear working with the Coastal Commission and come up with a Downtown Parking Plan that really works.

Unfortunately, I am traveling next week and will not be able to attend the March 26th meeting. I appreciate that the City is continuing to look for ways to improve resident parking and hope that we can find a solution that works for all.

Kind Regards,

Jim Burton
328 11th Street

From: Nhung Madrid [<mailto:nmadrid@citymb.info>]
Sent: Monday, March 16, 2015 11:08 AM

Erik Zandvliet

From: CINDY KOHLMILLER <ckohlmiller@gmail.com>
Sent: Friday, March 13, 2015 7:58 PM
To: Erik Zandvliet
Subject: DOWNTOWN RESIDENT OVERRIDE PARKING PROGRAM

Dear Mr. Zandvliet,

I understand the city is considering a petition initiated in the Hill Section of Manhattan Beach (East of Valley / Ardmere) to limit parking to 2 hours without a permit. I live in the Sand Section on 2nd Street just west of Valley / Ardmere and am strongly against any such limitation. Sadly, as smaller homes are torn down and garages are expanded to meet current city regulations, street parking in the Sand Section continues to erode. This significantly impacts our neighborhood as workers and visitors struggle to find parking while residents leave their cars parked on the street for long periods of time. In the Hill Section, with the larger lots (and fewer drive ways) parking is much less congested, even on a busy beach-going day. It is nice to have that option for guest parking a quick jaunt across the green belt. And I would hate to create an even worse parking situation in the Sand Section by allowing residents in the Hill Section to restrict parking.

Kind regards,
Cindy Kohlmiller
541 2nd Street
cindy@alumni.ucla.edu

Erik Zandvliet

From: lynda riley <seanlynda@aol.com>
Sent: Saturday, March 21, 2015 10:28 AM
To: Erik Zandvliet
Cc: mmburkey@aol.com; sriley@glaserweil.com
Subject: Downtown Resident Override Parking Program- March 26 2015 Meeting

Dear Mr. Zandvliet,

We wish to record our support for the submissions of Mr. Michael Burke and other walk street residents regarding the inequity of the proposal which would seek to benefit a handful of hill section residents to the detriment of walk street and other nearby residents in the 'coastal zone.'

As the city has acknowledged, the 'eligible area' east of Ardmore was chosen because the Coastal Commission has 'categorically denied' preferential parking programs in the 'Coastal zone' so as not to restrict access to the beach. Obviously it is the residents in the coastal zone who have the most pressing parking needs and who are most likely to need parking in the adjacent hill section. Accordingly there can be no doubt that coastal zone residents should be eligible for resident parking permits in the eligible area.

To the extent that the City may resolve to proceed with this plan, it is imperative that residents in the coastal zone west of the restricted parking areas, and within a reasonable radius around the restricted areas are also eligible for resident parking permits.

Sincerely,

28 year Manhattan Beach residents,
Lynda and Sean Riley
336 8th St.

'It should be noted that the eligible area was initially located east of Ardmore Avenue because it is outside the Coastal Zone. Expanding the Program into the Coastal zone will require a revision to the City's Local Coastal Program (LCP) by the Coastal Commission. This Commission has categorically denied such preferential parking programs because it has determined they restrict public access to the beach.'

Erik Zandvliet

From: Caitlyn <caithuttinger@gmail.com>
Sent: Wednesday, March 25, 2015 7:08 AM
To: Erik Zandvliet
Subject: PUBLIC NOTICE-Downtown parking permits

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills.

The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community.

I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank you,
Caitlyn Huttinger
509 7th Street

Sent from my iPad

Erik Zandvliet

From: Bruce Greenberg <bruce@brucegreenberg.com>
Sent: Tuesday, March 24, 2015 6:33 PM
To: List - PPIC
Cc: Erik Zandvliet; Bruce Greenberg
Subject: Downtown Residential Override Parking Program
Attachments: 130611 Memo from Traffic Engineer to Juan Price.pdf; Parks and Recreation Commission April 1, 2013 Minutes.pdf

Members of the PPIC,

At the PPIC Meeting on 3/26/15, please consider the following recommendation that is not currently addressed within the Staff Report regarding the Downtown Residential Override Parking Program.

Recommendation: I request/recommend that the City allow impacted residents within this zone to obtain permits allowing them to override the 4-hour parking restrictions on N Valley Drive between 15th St and 18th St.

Summary: In June 2013, the City's Traffic Engineer imposed new parking restrictions on N Valley Drive between 15th St and 18th St. This change was made without input from the surrounding property owners and without discussion at a PPIC meeting. The parking restrictions have adversely impacted many residents (and their guests) on the walk streets east of Highland between 15th St and 18th St. The recommendation above allows the City to achieve the benefits of the 4-hour parking restrictions — increased parking availability for users of Joslyn Center and Live Oak Park — while mitigating the adverse impact of the parking restrictions on surrounding residents.

Background:

- The Manhattan Beach Senior Softball Association (March 21, 2013) and the Senior Advisory Committee (February 19, 2013) submitted letters/resolutions to the Parks and Recreation Commission requesting 4-hour parking restrictions on N Valley Drive near Joslyn Center and Dorsey Field. The intent of the request was to alleviate what they perceived as a lack of available parking on N Valley Drive for seniors attending events at the Joslyn Center and for users of Live Oak Park. They contended (correctly) that the parking spots on N Valley Drive were often occupied all-day by downtown employees and construction contractors.
- The recommendation from the Senior Advisory Committee and MBSSA were discussed at the Parks and Recreation Commission meeting on April 1, 2013. Per the minutes from that meeting: "After much discussion, the Commission agreed for Director Gill to recommend parking problems be addressed to the traffic engineer."
- On June 11, 2013, the City's Traffic Engineer instructed the Maintenance Superintendent to install "4 HOUR PARKING 6AM TO 5PM EXCEPT SUNDAY" signs along N Valley Drive between 15th St and 18th St.
- The issue was never discussed at a PPIC meeting and the City's Traffic Engineer never sought input from surrounding property owners/residents or the community as a whole. In an email exchange with the Traffic Engineer, he indicated to me that he didn't seek input from nearby residents because "the adjacent properties are city-owned." However, this doesn't consider the impact on residents who live adjacent to Live Oak Park and depend on N Valley Drive for parking.

- I fully support the objectives of the Senior Advisory Committee and MBSSA to alleviate parking problems on N Valley Drive near Joslyn Center and Live Oak Park caused by downtown employees and construction contractors. However, I believe we need to consider and mitigate the impact that the 4-hour parking restrictions have on the residents (and their guests) of the walk streets east of Highland between 15th St and 18th St.

I believe we can strike the right balance with the following recommendations:

1. Leave the 4-hour parking restrictions in place to preclude all-day parking by downtown employees and construction contractors. This should allow plenty of parking turnover for users of Joslyn Center and Live Oak Park
2. Allow residents within perhaps 400 feet (or some reasonable range) of N Valley Drive to obtain parking permits allowing them to override the 4-hour parking restrictions on N Valley Drive between 15th St and 18th St.

An opponent to this recommendation might question why some residents of the walk streets might be so dependent on parking on N Valley Drive. There are legitimate reasons why residents are dependent on street parking (which is far more abundant in the Hills and Trees sections). I am happy to share my scenario. We own/reside in a duplex that was constructed in 1965. Our family of 4 occupies the main unit and we rent the second (legal) unit to a tenant. Our property has two off-street (garage) parking spaces, consistent with City requirements at the time of construction. My wife and I park in the 2 garage spaces and our tenant typically parks on N Valley Drive. The parking restrictions create a hardship when he travels or simply works at home for a day. Additionally, all of our guests park on N Valley Drive and, thus, are burdened by the 4-hour parking restrictions when they visit.

Thank you for your consideration.

-BG

Bruce Greenberg
408 17th St
310.897.4695

Erik Zandvliet

From: Luke Kallis <luke.kallis@vevo.com>
Sent: Friday, March 13, 2015 12:40 PM
To: Erik Zandvliet
Subject: Parking

Hello,

I would like to add my voice to the hundreds of other Walkstreet residents and object to permit parking in the Hills. The plan for permit parking in the Hill Section clearly has not considered the needs of Walkstreet residents. Instead, it will adversely affect our quality of life in our community. I urge you to hear our voices and implement a new plan that allows Walkstreet residents and their guests reasonable parking.

Thank You,
Luke

LUKE KALLIS
SVP, National Sales
M 310 779 3428 | O 424 231 2188

Erik Zandvliet

From: Karla Mendelson <ineedanap@verizon.net>
Sent: Friday, March 13, 2015 11:09 AM
To: Erik Zandvliet
Subject: Parking on Valley and Ardmore

Hi Eric,

I hear that the city is considering making Valley and Ardmore 2 hour/permitted parking. Please add my and my husband's votes to the "No" group.

Perhaps the city should mount a campaign encouraging people to clean out their garages instead. ;-)

Sincerely,

Karla Mendelson
408 5th St.
Manhattan Beach, CA

Erik Zandvliet

From: georgejkallis@gmail.com
Sent: Thursday, March 26, 2015 9:41 AM
To: Erik Zandvliet
Subject: parking

We are asking for consideration in changing parking rules. We need extra parking and the result of this new consideration limits walk street parking. We find the proposed change unacceptable and unworkable. We have visitors, low income workers, contractor workers and relatives who need parking This request is for a managed approach to parking not just a reaction to a neighborhood.

Erik Zandvliet

From: Audrey Judson <audreyjudson@verizon.net>
Sent: Thursday, March 26, 2015 10:28 AM
To: Erik Zandvliet
Subject: Parking Permit - Hill Section

Hi,

I will try to make the parking meeting tonight, but I'm not sure I will be able to attend. I would like to express my opinion on the potential parking permit zone that will be discussed tonight.

I currently live the 400 block of a flat walkstreet. The walkstreets are beautiful, but parking is limited. If my family is not able to park east of Ardmore Ave., I'm not sure what we will do. My understanding is that permits will only be issued to some Hill Section residents. I understand the desire to limit parking in residential neighborhoods, but I feel that the residents of the neighborhood must be taken into account.

If permit parking is going to pass south of Manhattan Beach Blvd., I suggest that it be limited to 11th Street. It should not extend down to 8th Street. Also, any resident of a street deemed as a "permit only" street should be granted a permit whether they live east of west of Valley/Ardmore.

Thank you.

Audrey Judson

Shorewood Realtors
916 Manhattan Ave.
Manhattan Beach, CA 90266
Cell: 310.902.3234
Fax: 888.819.0494
www.audreyjudson.com



Cal BRE# 00872303



Erik Zandvliet

From: NATHANIEL HUBBARD <natehubz@me.com>
Sent: Thursday, March 26, 2015 10:45 AM
To: Erik Zandvliet
Cc: Laurie B. Jester
Subject: parking meeting tonite

Erik & Laurie...I cant make it tonight but I wanted to pass on some feedback I've had from residents. To start with, we appreciate that we have override program in our neighborhood and it works well during the day. The current 2 hour parking ends at 8pm which means enforcement ends at 6pm. The 6-730 pm is the window for those returning from work. Many nights, we residents are forced to park blocks away from our housesfor lack of parking. We would prefer that the time was extended to 10pm, meaning that enforcement would end at 8pm

Best Nate Hubbard
1300 N. Ardmore Ave
310-345-1301

ps...Laurie...thanks for meeting with MBPD Lt Ailelo about deliveries at Metlox before 7am...Nate

Erik Zandvliet

From: Christina Holman <holmanfam@gmail.com>
Sent: Thursday, March 26, 2015 12:14 PM
To: Erik Zandvliet
Subject: Parking

Hello. We will not be able to attend the meeting tonight but we wanted to voice our concerns over the permit parking that is up for discussion. We are walkstreet residents and are concerned about the revised parking that is up for discussion. Please consider the minimum amount of parking we have when making a decision. Thank you

Christina

Erik Zandvliet

From: Kelly Campbell Kotzman <kellylcampbell@gmail.com>
Sent: Thursday, March 26, 2015 3:19 PM
To: Erik Zandvliet
Subject: Parking in MB - concern with proposed permits for Hill section

Hello,

I'm writing to share concerns with the proposal to move to permit parking in the Hill section of South MB. There is no doubt this will adversely affect neighborhood parking for those of us just on the other side of Valley and it doesn't seem like a fair move to us as residents. I've tried parking assuming that the other side of Valley is not an option, and it took 45 minutes.

When we moved into our house, we certainly weighed parking and the closeness to Valley was a positive, only for that reason. We have a small child and another on the way. Lack of access to parking will create many challenges for us and for everyone around us (there are 33 kids under 12 on our block who have very busy schedules). We love living in a neighborhood that is kid friendly, and to remove the parking will cause many families to reconsider whether that is the case.

Please let me know if there is anything I can do to help make this case. Unfortunately I'm unable to attend tonight's meeting.

Best,
Kelly Kotzman
7th Street

Erik Zandvliet

From: Ron Howell <ronghowell@msn.com>
Sent: Tuesday, May 19, 2015 4:54 PM
To: Erik Zandvliet
Cc: List - City Council; City Manager; Nancy Jo
Subject: Downtown Resident Override Parking Program, "Buffer Zone"

Issues involving the buffer zone in neighborhoods bounded by Ardmore Avenue, 10th Street, Pacific Avenue and 8th Street seem to be getting too complicated. One of the latest developments is the availability of resident permits to walk street residents for the restricted zone, with a determination by a city staff member of who will be granted individual permits.

We don't need a "parking czar"; all city residents should have equal rights to utilize city streets, period. If that requires identification of resident vehicles, so be it, but that is about as complicated as it the situation needs to be.

Thanks for the opportunity to address the issue,

Ron Howell
Pacific Avenue